



# The Fly-By

A Quarterly Publication of the  
**Southwest Region**  
October 2021



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**The Fly-By** is published quarterly on the first month of each quarter.

Deadline for submissions are:

1Q – 20 December

2Q – 20 March

3Q – 20 June

4Q – 20 September

**Text** may be submitted in the body of an e-mail (preferred) or as a document attached to an e-mail (a .txt or Word .doc/docx, or, if written in another word processor, saved as an .RTF).

**Images** in JPG format, un-retouched, un-cropped, and at least 1200 x 900 pixels, sent as attachments, never embedded in the document.

**Credits:** In all cases, please give full grade, name and unit of assignment of

- The article's author(s),
- Photographer, and
- Anyone in the article or appearing in photos.

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Send submissions to the Editor at:

[awoodgate735@gmail.com](mailto:awoodgate735@gmail.com)

Message size limit: 20 MB

## **SWR Commander's Corner**

Hello Southwest Region and thank you very much for the warm welcome.

In the finest tradition of the Region, we celebrated the change of command with a very large hurricane. Kudos to all the members who participated in the mission. More than 130,000 WALDO photos were processed. Our aircrews took more than 700 aerial images. Our ground teams took more than 1,000 ground photos. WALDO is becoming a highly sought-after tool, and the Southwest Region will increase its capability.

Remember: Civil Air Patrol is at its best during trying times.

In a recent briefing, Maj. Gen. Phelka reemphasized CAP Core Values. These are the values at the heart of the code of ethics for members to follow.

We all know that our core values are Integrity, Volunteer service, Excellence, and Respect.

Now, I challenge you to think about what these truly mean.

Integrity is the willingness to do what is right, even when no one else is looking.

Volunteer service is giving of oneself over personal desires.

Excellence challenges members to develop a sustained passion for innovation and continuous improvement to engage CAP, to grow, and to flourish in serving America's communities.

Respect in CAP is shown when members treat each other and the public with fairness, dignity, and compassion.

Core values require both a personal and an organizational commitment. All are food for thought and material for self-improvement. Core values are not vague concepts or mottos to be repeated in hope they will catch on. They are essential to the individual's self-knowledge, a compass to keep in mind in interpersonal relations, and the basic beliefs upon which the individual's character and behavior are built. They hold an organization together.

As we come out of COVID-19, I hope to see and meet with you at your wing events.

I am honored to serve as your Region Commander. 🇺🇸

**Col. Martha C. Morris, CAP**  
Southwest Region Commander

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### ***Safety is Priority One***

Please read the latest issue of The Safety Beacon for timely, seasonal advice at <http://members.gocivilairpatrol.com/safety/>

Have you taken the **Operational Risk Management** Basic, Intermediate and Advanced online courses? Please visit: [http://www.capmembers.com/safety/safety\\_education/](http://www.capmembers.com/safety/safety_education/)

- Safety must be on every CAP member's mind, at all times.
- Before engaging in any CAP activity, a safety briefing must be conducted.
- Don't miss the Safety Specialty Track training posted at <http://www.capmembers.com/safety/safety-newsletters-2248/>
- ***Safety is our Number One Priority.***

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### ***How to Submit News Items for this Newsletter***

#### ▪ ***Which Articles Are Best?***

Ideally, articles should deal with a wing-wide event, preferably conducted in conjunction or coordinated with another wing (or better yet across regions).

Individual articles dealing with a subject that is of interest to a broad audience qualify as well.

Articles bylined by cadets, especially when the subject is of interest to a broad audience, are also welcome.

#### ▪ ***Do I Submit Photos?***

Articles with no photos may not be selected for publication. Do not embed images in a Word document. Instead, send in the original, un-retouched, full-size digital photos as attachments.

#### ▪ ***If You Have Article Ideas or Suggestions***

If you have an article in mind but are not sure whether it would be acceptable, you need some guidance in writing it, or you would like to comment on the material published here, please feel free to contact the editor: [awoodgate@austin.rr.com](mailto:awoodgate@austin.rr.com).

Please read the latest issue of The Safety Beacon for timely, seasonal advice at <http://members.gocivilairpatrol.com/safety/> 🇺🇸

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**Left:** Major General-Select Ed Phelka and Cadet Airman Anna Lyon before her orientation flight. (Photos: [1st Lt. Tamara Shannon, CAP](#))

**Below:** Maj. Gen.-I-Select Ed Phelka and Cadet Airman Anna Lyon after their orientation flight.

## ***Remembering His Roots***

### ***Civil Air Patrol's Incoming Commander Continues Work with Cadets***

*by Capt. Brandon Lunsford, Sr., CAP, Oklahoma Wing*

BROKEN ARROW, Okla. – On the weekend of July 17, 2021, Oklahoma Wing celebrated its annual conference and awards banquet, as members from around the country came together with Oklahoma's own to sharpen their skills with training and honor the wing's accomplishments.

Attendance for the weekend event included Civil Air Patrol's incoming national commander, Major General-Select Ed Phelka, set to take command in August. Phelka, a former CAP cadet himself, upon being invited to provide the keynote speech at the awards banquet, had one request, "May I do orientation flights while I'm in town?"

"My favorite part of cadet orientation flights is providing a first-flight experience for cadets," said Phelka. "I really enjoy being a part of a cadet's discovery of aviation. I get a sense of accomplishment if the cadet has a great time and wants to go on another flight."

Cadet Airman Anna Lyon, 17, of Jenks, was selected to fly with Phelka on her first flight in the program. The hour-long flight in a single-engine aircraft introduced Lyon, a member of the Oklahoma Wing's Broken Arrow Composite Squadron, to the science that makes flight possible. She learned about navigation, weather, aircraft instruments, flight maneuvers and more.



Lyon's day began by helping Phelka conduct a preflight inspection of their aircraft. The two taxied the aircraft to the airport's runway, gave it full throttle and took off, climbing to 3,000 feet. While aloft, Lyon was the one handling the controls during the flight's noncritical stages.

"That's the best thing I've ever done in my life," Lyon exclaimed after the flight.

Civil Air Patrol's orientation flight program, part of its Youth Aviation Initiative, offers 10 introductory flights to each cadet member – five in a front seat of powered planes and five in gliders. During these flights, cadets have the chance to take the controls and fly the aircraft. In fiscal 2020, despite the restricted operating environment during the COVID-19 pandemic, CAP, Air Force ROTC, and Air Force Junior ROTC cadets received a combined total of 19,184 orientation flights.

"The Youth Aviation Initiatives that we have are a critically important part of the Cadet Invest program," said Phelka. I plan to work hard to expand these programs to provide benefits to even more cadets. CAP's amazing philanthropy department has secured grants and scholarships that will also help to expand cadets' access to aviation through CAP."

Cadet Invest is CAP's scholarship program that helps ensure financial requirements are not a barrier to cadets' career exploration and personal development. In 2021, through Cadet Invest, over 100 Civil Air Patrol cadets from 35 wings received academic and flight scholarships worth a combined total of \$155,500.

"The aviation and career opportunities made available through CAP's Cadet Program are critically important," Phelka said. "Not only to the Air Force and other military branches, but to many civilian career fields as well.

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**Right:** Major General-Select Edward Phelka and Cadet Staff Sgt Audrey Carr of the Oklahoma Wing's Broken Arrow Composite Squadron conduct a preflight inspection on a Civil Air Patrol aircraft.

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"Cadets have amazing access to talented professionals from dozens of career fields through National Cadet Special Activities and encampments. Exploring their interests through these programs helps cadets decide their educational and occupational future. Being a part of such a program is an amazing opportunity for all CAP members, cadet and adult alike."

"As a cadet I enjoyed all aspects of the cadet program," Phelka said. "I wish I had participated in more activities. I strongly encourage cadets to explore as many of our activities as possible. Get out there and participate!" 🇺🇸



**Right:** (L-R) Newly appointed National Commander Maj. Gen. Edward D. Phelka shakes the hand of his immediate predecessor, Maj. Gen. Mark E. Smith. (Photo: CAP National Headquarters)

**Phelka Becomes New National Commander; New Mexico Wing Congratulates Smith as he Concludes his Term**

by Lt. Col. Jay T. Tourtel, CAP, New Mexico Wing



ALBUQUERQUE, N.M. – On August 26, 2021, at a virtual change of command ceremony held in Detroit, Michigan Maj. Gen. Edward D. Phelka assumed command as Civil Air Patrol’s 25th CEO and National Commander, succeeding Maj. Gen. Mark Smith, who had served as National Commander since September 2017.

Phelka is the second Spaatz Award recipient to serve as National Commander – the first having been Brig. Gen. Richard L. Anderson, who served as National Commander from August 1993 to August 1996. Phelka’s vice commander, Brig. Gen. Regena Aye, is also a recipient of CAP’s Gen. Carl A. Spaatz Award, the highest cadet honor achievable in Civil Air Patrol.

Phelka served as National Vice Commander under Smith, from September 2017 to August 2021. Previously, he had served as commander of Great Lakes Region and Colorado Wing. Before Aye’s appointment as National Vice Commander, she served as Chief of Education and Training, and as North Central Region Commander from 2008 to 2012.

While Phelka’s and Aye’s résumés are impressive, members of New Mexico Wing hold a special place in their heart for Maj. Gen. Smith, the first CAP member from New Mexico to serve as National Commander. Smith joined CAP in July 2005, as a founding member of Albuquerque Heights “Spirit” Composite Squadron. He served as squadron commander from January 2006 to April 2008, and as New Mexico Wing Vice Commander from 2010 to 2011. He served as New Mexico Wing Commander from 2011 to 2015, and as Southwest Region Commander from 2015 to 2017 when he was selected by CAP’s Board of Governors to be the organization’s 24th CEO and National Commander. While his immediate plans after concluding his term are unknown, members of the Wing wish him well and thank him for his service.

New Mexico Wing Commander Col. Annette Peters congratulated Smith on the conclusion of his term as National Commander. “General Smith is an incredible leader that epitomizes the true meaning of Civil Air Patrol’s Core Values of Integrity, Volunteer Service, Excellence, and Respect,” she said. “He has shown all of us what Servant Leadership truly is. All of New Mexico Wing is so proud of you, Maj. Gen Smith. The door is always open if you choose to come back to New Mexico Wing,” she concluded. 🇺🇸

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**Right:** Oklahoma Wing Commander Col. Aaron Oliver, photo taken after a mission flown in 2020.

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## ***New Oklahoma Wing Leadership Sets Lofty Goal***

*by Capt. Brandon Lunsford, Sr., CAP, Oklahoma Wing*

CAMP GRUBER, Okla. – On July 17, 2021, Civil Air Patrol's Col. Aaron Oliver said, "We are stronger together," to a packed room of members. When Oliver took command of the Oklahoma Wing, he raised aspiration levels.

"One hundred orientation flights in 100 days," Oliver said from a podium at the wing's annual conference. "It won't be easy, but I believe our passion for this program will bring us to do great things."

Civil Air Patrol's orientation flight program is a part of its Youth Aviation Initiative. Through the program, cadets get the chance to take the controls of an aircraft and fly during the noncritical stages of the flight. In fiscal year 2020 (under the restricted operating environment of the COVID-19 pandemic), CAP, AFROTC, and AFJROTC cadets flew a combined total of 19,184 orientation flights.

"Cadets love to fly," said Oliver. "Through the U.S. Air Force, we have the resources necessary to make these flights happen. This is a lofty goal, but I know this: we are stronger together. It is in that unity of purpose that we can accomplish anything we set our minds to. With encampment coming up, I want us to focus on flight."

With this year's encampment occurring so shortly after the change of command, Col. Oliver tasked the wing with bringing two great programs together. This year's encampment capstone event will be a day dedicated to introducing cadets to aviation. Summer encampment serves as a leadership laboratory. It offers cadets the opportunity to further develop leadership skills under the careful supervision of highly trained adult leaders. Additionally, cadets are offered the opportunity to explore the aerospace sciences and related careers, commit to a habit of regular exercise, and solidify their moral character. This year, Civil Air Patrol adult and cadet members from around the country will be hyper-focused on flying during the capstone event to be held on Friday, July 30.

"The team has really come together," said 1st Lt. Tamara Shannan, the wing's assistant orientation flight coordinator. "We have 14 pilots, 10 staff and eight aircraft on hand to provide 42 cadet orientation flights. The best part is that 39 of those will be first time flights. I am excited that we can offer this opportunity at the encampment. This puts us at nearly half of Col. Oliver's flight challenge in less than two weeks." 🇺🇸





**Top:** Aerial view of flooding in Lafitte, La. (Photos: Mission Photographers)

## ***Civil Air Patrol's Louisiana Wing Helps Assess Hurricane Ida Damages***

*by Lt. Col. Amos Plante, CAP, Louisiana Wing*

BATON ROUGE, La. – On August 31, 2021, aircrews and ground teams with Civil Air Patrol's Louisiana Wing joined federal and Louisiana state emergency managers' efforts to assess Hurricane Ida's impact.

Their mission is to gather aerial and ground-level photos and data for use by the Federal Emergency Management Agency (FEMA) and the Louisiana Governor's Office of Homeland Security and Emergency Preparedness (GOHSEP).

"Our thoughts and prayers are with the people of Louisiana as they continue to endure the effects of the hurricane," said Brig. Gen. William Betts, vice commander, First Air Force, Air Forces Northern. "CAP is working non-stop with local authorities to help the community recover as soon as possible."

By September 2, 2021, the wing has flown five extensive aerial sorties, photographing areas of severe wind damage and flooding in the Greater New Orleans Metropolitan Area and in areas extending from Thibodaux south to Houma and southeast to Galliano. The flights were launched from bases in Patterson, Gonzales, and Baton Rouge.

The collected images and their embedded data are immediately processed and converted into both 2D and 3D images that FEMA and GOHSEP emergency managers can use in planning and expediting recovery efforts.

CAP aircraft are also being used to maintain communications networks in Louisiana as well as in surrounding states after the storm.

The current mission is commanded by Maj. Tracy Breithaupt of Alexandria. "This wing has a long and distinguished history of responding to requests for assistance following disastrous hurricanes like Ida," Breithaupt said. "We'll once again apply our unique capabilities in support of post-Ida recovery efforts."



**Above:** Aerial view of flooding in Grand Isle, La.

On September 2, 2021, despite scattered showers and thunderstorms, aircrews from Civil Air Patrol's Louisiana Wing intensified their mission of acquiring aerial imagery and data over areas of southcentral Louisiana devastated by Hurricane Ida.

The accumulated photos and embedded data will be converted into 2D and 3D imagery for federal and state disaster recovery planners' use.

The Louisiana Wing launched nine photo sorties, most flown with five aircraft equipped with high-tech photo and navigation systems. So far this week, wing aircrews have made 19 flights totaling over 50 hours.

The imagery, taken with specialized cameras contained in external strut-mounted pods, provides a multispectral view of the ground. This can produce 360-degree, 3D images of structures or communities affected by the hurricane.

"Acquiring, processing and uploading the new high-resolution imagery and data may take a little more effort than producing normal photos, but the results are well worth it for our customers," said 1st Lt. John Kojeski, one of the Louisiana Wing's aerial photography experts.

Two other wing aircrews flew over the hurricane-impacted community of Grand Isle. Their mission was to photograph catastrophic damage caused by surging high tides, using conventional handheld cameras.

A fifth CAP aircraft served as a "high bird." It flew at a relatively high altitude between the photo planes' operational areas and their mission base at Baton Rouge Metropolitan Airport. Its purpose was to serve as an aerial relay station for radio messages between the other aircraft and the mission base.

The CAP mission began immediately after the skies over Louisiana cleared enough to allow precision flying. In total, CAP aircrews made 148 flights resulting in 377 flying hours of support. They gathered and delivered almost 122,000 photo images and over 6,000 gigapixels of data to

## The Fly-By, Southwest Region, October 2021

both government agencies. The accumulated photographs cover 1,012 square miles of surface area. Although the imagery shows damaged areas in cities like New Orleans and Houma, much of the photos show Ida's impact on smaller communities such as Thibodaux, Galliano, LaPlace, Lafitte, Dulac, Chauvin, Point Aux Chenes and Montegut.

"It was an intense and challenging mission," said the Louisiana Wing's incident commander for the response, Lt. Col. Mickey Marchand. "However, our aircrews and support staff were up to it, and we gave our customers all they asked for."

The mission involved eight of the wing's nine aircraft. Two airplanes from CAP's Texas Wing and one from Tennessee Wing, along with their aircrews, joined the mission for several days. More than 130 CAP members, including four from Texas Wing and two from Tennessee Wing, participated in the Louisiana mission. Eight ground vehicles were used for transportation. During one flight, an aircrew spotted, reported, and photographed a partially sunken and leaking barge in the Mississippi River. The incident commander filed a "First Incident" notification via the state's hazardous materials hotlines, leading ultimately to elimination of a dangerous navigational hazard and an environmental threat.

Louisiana Wing operates nine single-engine aircraft, some equipped with special camera and navigation systems for generating precise, high-definition photos. When called into service, these aircraft are flown by a crew of three – a pilot, an observer, and a scanner/photographer.

Louisiana Wing also operates over 20 mission-ready vehicles that support both transportation and communications needs. They are frequently used to deploy ground teams for search and rescue and damage assessment missions.

Louisiana Wing, headquartered in Baton Rouge, has more than 600 members assigned to 16 squadrons scattered throughout the state.

Acting as a Total Force partner and as the U.S. Air Force auxiliary, Civil Air Patrol helps First Air Force rapidly respond to nonmilitary threats domestically in a Defense Support of Civil Authorities capacity to save lives, relieve suffering, prevent property damage, and provide humanitarian assistance. 🇺🇸

**Below:** A CAP aircraft at the end of the day, ready for the next day's mission.





**Top:** Members of Texas Wing's Alamo Squadron and hosting members of the Air Force Blood Program Office, 59th Medical Group, celebrated Operation Pulse Lift's 6,043rd unit of blood, which was collected during an event at Joint Base San Antonio (Lackland). (Photo: Tech Sgt. Marco Ruiz, USAF)

### ***Operation Pulse Lift Passes 6,000-unit Goal and Keeps Going, Potentially Saving More Than 20,000 Lives***

*by Maj. Margot Myers, CAP, Arizona Wing*

PHOENIX – On September 26, 2021, day 554 of CAP's Operation Pulse Lift, the Alamo Composite Squadron in the Texas Wing supported the collection of the 6,000th unit of blood collected during the COVID-19 emergency blood donor center mission. During an event at the Air

Force Blood Program Office donor center at Joint Base San Antonio (Lackland), airmen donated 125 units of blood, bringing the mission total to 6,043 units. The mission was aiming to reach the 6,000-unit goal by the end of the fiscal year on September 30, achieving it five days early.

Incident Commander Lt. Col. Bob Ditch said, “The original goal was 5,000 units before the end of the fiscal year. We raised the bar when that original goal was crossed on July 27. Now, we’ve beaten the new goal with the record collection of 1,042 units of blood in 60 days.”

The number increased further in the last few days of the fiscal year with a new venue for Operation Pulse Lift. Maj. Jean Marie Nixon, CAP, a member of the Alamo Composite Squadron in Texas Wing, was already planning to be in Colorado, and agreed to support a three-day blood donor center event there. She mentored 20 CAP members from multiple squadrons in the Colorado Wing who assisted the Air Force Blood Program Office with a mobile blood donor center at the Air Force Academy in Colorado Springs. Nearly 500 units of blood were donated over three days at the Academy, including 301 units on the third day.

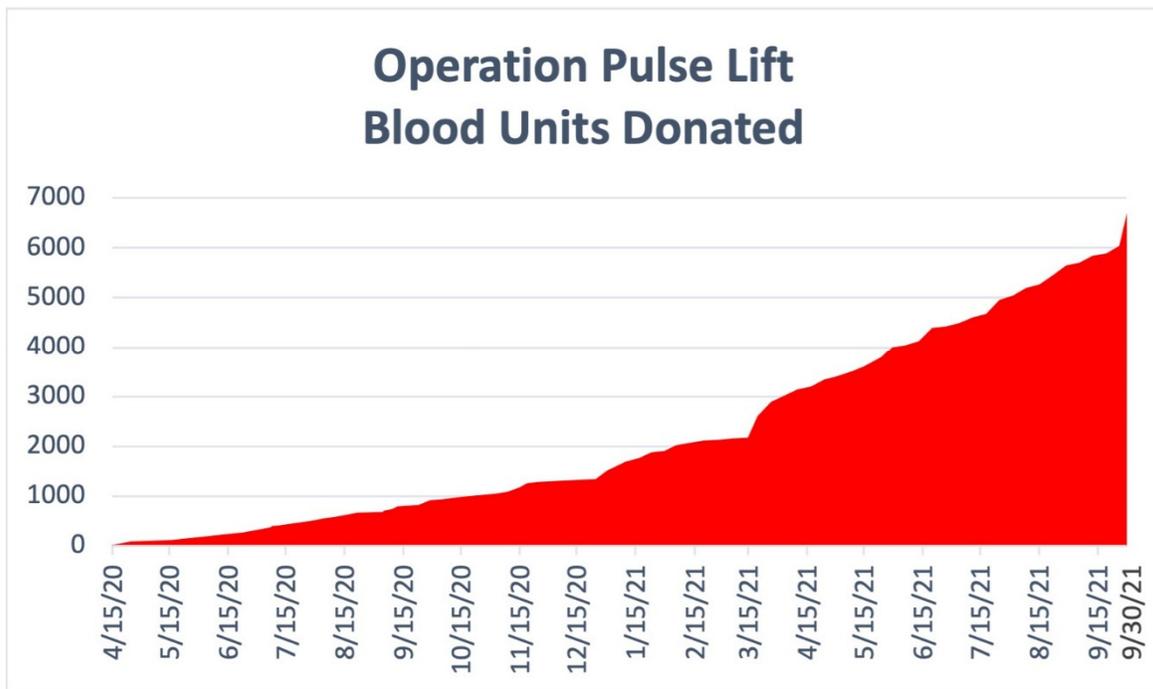
On September 30 and October 1, Operation Pulse Lift returned to its “home base,” Falcon Composite Squadron in Mesa, Arizona, for two days of blood donor center operations, with more than 60 units of blood collected, kicking off the mission for the new fiscal year. “What started at Falcon Composite Squadron in 2017, hosting blood drives three times a year, has grown to something beyond what anyone imagined,” Ditch said.

More than 105 blood donor center events have occurred since Operation Pulse Lift was approved as a COVID-19 disaster relief mission in March 2020 with more than 6,700 units of blood donated. Most of the CAP-hosted events took place in Arizona Wing, where Operation Pulse Lift originated, but the Alabama, Colorado, New Mexico, New York, Oklahoma, Texas, and Virginia wings also joined in the effort. With individual donations reported by CAP members in every wing and at national headquarters, plus the support of Air Force Blood Program Office events, the number of units collected has grown exponentially.

“The Red Cross tells us that every unit of blood donated can save up to three lives,” Ditch said. “So, 6,700 units of blood could potentially save over 20,000 lives. That makes Operation Pulse Lift the longest and largest disaster relief and humanitarian mission in the organization’s 80-year history, with more lives saved than from all combined CAP missions.”

Twenty more blood donor centers are already scheduled in Arizona, Colorado, and Texas at the start of fiscal year 2022. Ditch said he also expects to see new blood donor center operations in Alabama, Indiana, Kansas, and Oklahoma. Individual donors are encouraged to continue reporting their blood donations to [pulselift@capnhq.gov](mailto:pulselift@capnhq.gov).

**Below:** Operation Pulse Lift has grown exponentially since the first emergency blood donor center event was held in April 2020 as a COVID-19 disaster relief mission.



**Right:** (L-R) Arkansas Air National Guard Chief of Staff Brigadier General James Paul Rowlett presents Cadet Col. Nick Sowerbutts his General Carl A. Spaatz Award Certificate. (Photo: Capt Randy Vest, CAP)

## **Arkansas Wing Squadron Promotes its First Cadet Colonel**

by Capt. Brad Kidder, CAP, Arkansas Wing

HOT SPRINGS, Ark. – On July 9, 2021, Arkansas Wing’s 40th Composite Squadron announced the promotion of Nicholas C. Sowerbutts to the

grade of Cadet Colonel, the first cadet from the Hot Springs Composite Squadron to earn the General Carl A. Spaatz Award (the highest that Civil Air Patrol cadets can earn, that carries with it automatic promotion to Cadet Colonel). On July 19, 2021, Sowerbutts was presented his award certificate by Arkansas Air National Guard Chief of Staff Brig. Gen. James Paul Rowlett, in a ceremony at CAP’s Arkansas Wing Headquarters in Little Rock.

Cadet Sowerbutts, who is currently in basic military training at Lackland AFB, will have the advantage of Civil Air Patrol experience as he aims to join the exclusive USAF Special Warfare team. His “special enlistment” requires additional strength and endurance conditioning while in basic training, through intense running, peak physical conditioning, and swimming. If selected to continue into the elite Combat Controller program, Sowerbutts will begin dive school and two years of task-specific coursework. Cadet Sowerbutts is scheduled to graduate from basic training in early October 2021.

“The Spaatz Award reflects the determination of a cadet to be the best of the best. Only five in one thousand cadets make that goal,” said Lt. Col. Charles G. “Chuck” Bishop who, in 1973, was the first Arkansas cadet to earn the Spaatz Award. “We are servant leaders, those who serve the people rather than the people serving us. Knowing him and his family over the years, I believe Cadet Col. Sowerbutts shines as a servant leader.”

Sowerbutts is the son of Lee and Becky Sowerbutts, of Hot Springs National Park. His mother said, “The opportunities that the Civil Air Patrol afforded my son to grow and become a leader have been outstanding. We appreciate the opportunity they’ve given him and the other squadron cadets, to grow up to be leaders and learn how to manage people and manage themselves. It’s been a blessing.”

Cadet Sowerbutts’ experience from years of service to wing encampments in Arkansas, Oklahoma, Texas, Louisiana, and Kansas were of significant value in shaping and leading the cadet program in Hot Springs. “Sowerbutts has been a pillar in his role as cadet commander, and I appreciate his work,” reflects 40th Composite Squadron Commander Capt. Daryn Wilkin. “I basically handed him the ball and said, ‘Design the program, run with it, and make it work.’”





**Left:** (L-R) Civil Air Patrol Cadet Col, Nick Sowerbutts with parents Becky and Lee Sowerbutts. (Photo: Capt. Brad Kidder, CAP)

**Below:** (L-R) Cadet Col. Nick Sowerbutts receives a Cadet Excellence Award named in his honor, from Hot Springs Squadron Commander Daryn Wilkin.

Capt. Randy Vest, the squadron's deputy commander for cadets, has high praise for

Sowerbutts: "I know I set high bars for him throughout the entire process, and he's met all of them. For the last two years, we've been working closely together for encampments. It's been great to see him grow as a leader, and a young man. I'm excited for his future. I want to thank him for making us better leaders as well. Working with him has definitely made us better."

Regarding his future with CAP once he is on active duty military service, Sowerbutts says that he wants to give back. "I will transfer to the senior member side. I will stay in the program. I think it would be cool to someday give back to the cadets who will be in the program then."

In honor of Sowerbutts' esteem and reputation of exemplary service to his CAP unit in Hot Springs, Captains Wilkin and Vest created the "Cadet Colonel Nicholas Sowerbutts Squadron Cadet of the Year" award to recognize the outstanding service of one deserving 40th Composite Squadron airman each year. 🇺🇸



## **Southwest Region Flight Academy Spurs Youth Aviators**

*by Capt. Crystal Sommers, CAP, and Capt. Brandon Lunsford, CAP, Oklahoma Wing.*

SHAWNEE, Okla. – On July 10, 2021, as the sun set over Shawnee Regional Airport, 20 Civil Air Patrol cadets completed another year of National Flight Academy. With ages ranging from 16 to 20, cadets came from all over the United States to receive ground school and flight training from Civil Air Patrol pilot instructors, happy to have the chance to earn their solo wings in a Cessna aircraft.

“Getting to solo is special,” said Lt. Col. Robin Rowden, the academy’s director. “It is an indication to other students and pilots that you have the skillset, attitude, and aptitude to not only handle the aircraft, but to be successful in that airplane. “After completing the academy, the cadet student pilots now have a logbook of flight hours that they can use for a leg up in their training for their private pilot’s certification – the next step on a life of flight.”

At the graduation brunch, seven cadets were pinned with pre-solo wings and 13 were pinned by their instructor pilots with solo wings, checking that goal off their hopes list.

The Shawnee Flight Academy is part of a network of academies across the nation organized by Civil Air Patrol under its Cadet Takeoff program. The academies introduce cadets to both powered and glider flight operations and ground school.

The 13 solo graduates of this year’s academy now have the option to apply for Civil Air Patrol’s Cadet Wings program, funded by the U.S. Air Force with the primary objective of training pilots. Cadet Wings picks up where the flight academies end, taking students who have achieved a solo flight through approximately 60 hours of training, preparation, and check ride to become private pilots.

Cadet Wings is a highly competitive program that includes a rigorous application process that evaluates cadet eligibility based on CAP experience, academic record, and existing aviation qualification and knowledge. Cadets are typically instructed by Civil Air Patrol certified flight instructors in CAP aircraft. Some cadets attend in-residence programs outside of CAP and others may also go beyond it with instrument and commercial pilot training. 🇺🇸

**Below:** The sun sets behind the Southwest Region’s Powered Flight Academy aircraft. (Photo: 1st Lt. Tamara Shannon, CAP)





**Top:** (L-R) Arkansas National Guard Strategic Plans Officer Col. Christopher Wolter, Col. Edgar Augustín Morales, Col. Julio César Morales Asencio, Arkansas Wing Homeland Security Officer Lt. Col. Richard Smith, Col. Oscar Estuardo Suárez Ortiz, Office of Security & Cooperation for Guatemala Bilateral Affairs Officer Capt. Debora Lopez, and Col. Gerardo Javier Avila Duarte in front of an Arkansas Wing Cessna 182. (Photo: Lt. Col. Marchelle Jones, CAP)

## ***Arkansas Wing Briefs Guatemalan Armed Forces Representatives on Disaster Response Capabilities***

*by Capt. Justin Brand, CAP, Arkansas Wing*

NORTH LITTLE ROCK, Ark. – On August 17-18, 2021, members of the Arkansas Wing participated in an orientation detailing Civil Air Patrol’s ability to respond to natural disaster events for officers of the Guatemalan Army. This effort by the Arkansas Wing formed one element of the Department of Military Support Orientation, that was organized and hosted by the Arkansas National Guard, at the Joint Operations Center located at Robinson Maneuver Training Center. This orientation’s objective was to exchange experiences and best practices between the various agencies tasked with disaster response in Arkansas and their Guatemalan counterparts. Representatives from the Arkansas Division of Emergency Management and a local county emergency manager also participated.



**Left:** (L-R) Col. Julio César Morales Asencio and Col. Edgar Augustín Morales of the Guatemalan Army are briefed by Arkansas Wing Homeland Security Officer Lt. Col. Richard Smith on the capabilities of an Arkansas Wing Cessna 182. (Photo: Lt. Col. Marchelle Jones, CAP)

**Below:** (L-R) Office of Security & Cooperation for Guatemala Bilateral Affairs Officer Capt. Debora Lopez, Arkansas National Guard Strategic Plans Officer Col. Christopher Wolter, and Col. Julio César Morales Asencio observe as Arkansas Wing Chief of Staff Lt. Col. Marchelle Jones briefs on camera equipment used by CAP. (Photo: Lt. Col. Richard Smith, CAP)

with earthquakes and volcanoes, as well as being geographically situated to receive damage from hurricanes transiting across the Caribbean Sea, the country is especially prone to natural disasters, and the Guatemalan Army delegation was particularly interested in improving their nation's ability to respond to such events. The Guatemalan delegation was composed of Director of Operations Col. Edgar Augustín Morales, both Col. Julio César Morales Asencio and Col. Oscar Estuardo Suárez Ortiz of the Directorate of Transmissions & Technology, and Humanitarian Aid and Rescue Battalion's Col. Gerardo Javier Avila Duarte.

Arkansas Wing Commander Col. Robert Allison presented the Civil Air Patrol "CAPabilities Briefing," detailing CAP's organizational structure and ability to conduct Emergency Services, Disaster Relief, and Homeland Security operations. "The Guatemalan representatives were very impressed with the capability which Civil Air Patrol brings to the table, especially since we are an all-volunteer force," Allison said.

The briefing was followed by a tabletop exercise recreating a portion of the historic Arkansas River flooding disaster of 2019, during which Arkansas Wing provided thousands of images to the Arkansas National Guard for damage assessment, a mission effort that resulted in a CAP Unit Citation Award for Arkansas Wing. In staging the exercise, Arkansas National Guard planners were able to include actual image products produced during that mission, adding realism to the exercise for the Guatemalan officers.

Following the briefing and exercise at the Joint Operations Center, the Guatemalan representatives were given a tour of the operations center at the Arkansas Wing headquarters building, conducted by Arkansas Wing Chief of Staff Lt. Col. Marchelle Jones, as well as a tour of an Arkansas Wing Cessna



Because Guatemala is geologically extremely active

## The Fly-By, Southwest Region, October 2021

182 provided by Arkansas Wing Homeland Security and Counterdrug Officer Lt. Col. Richard Smith. He demonstrated the functions of the Garmin G1000 flight instrument system, the GFC 700 autopilot, and the Becker Emergency Beacon Locator.

“They asked many questions and were interested in the different costs associated with purchasing and operating this type of aircraft, or retro-fitting an aircraft with the G1000. They were surprised by how many automated functions the aircraft is capable of performing, and the various types of missions we are tasked with,” Smith said. “It was a fun experience, and an interesting way to exchange ideas with a group of like-minded first responders.”

Arkansas National Guard Strategic Plans Officer Col. Christopher Wolter, who was responsible for organizing the orientation, expressed his appreciation for the role that Arkansas Wing fills within the state’s disaster response framework.

“In planning this event, the Arkansas National Guard wanted to demonstrate for our Guatemalan partners our interagency relationships, and specifically the tremendous contributions the Arkansas Wing of Civil Air Patrol made in gathering critical imagery during the 2019 Arkansas River floods,” Wolter said. “CAP is an integral part of our emergency response planning.” 🇺🇸

**Below:** Arkansas Wing Chief of Staff Lt. Col. Marchelle Jones (second from right) provides a tour of the Arkansas Wing operations center for officers of the Guatemalan Army. (L-R) Col. Edgar Agustín Morales, Col. Oscar Estuardo Suárez Ortiz, Col. Christopher Wolter, Arkansas National Guard Strategic Plans Officer Lt Col. Marchelle Jones, and Col. Julio César Morales Asencio. (Photo: Capt. Debora Lopez, USAF)



**Right:** (L-R): New Mexico Wing Commander Col. Annette Peters thanks outgoing Albuquerque Senior Squadron Commander Lt. Col. Doug Weitzel for his service, after transferring command to incoming commander 1st Lt. Aaron Pung. (Photos: Lt. Col. Michael E. Eckert, CAP)

**Below:** Col. Peters presents Eagle Cadet Squadron's flag to incoming commander Capt. James McKelvey, as outgoing commander Capt. Bryan Neal looks on.

## ***New Mexico Wing Holds Four Change of Command Ceremonies Over the Summer***

by Lt. Col. Dean M. Klassy, Sr., CAP, New Mexico Wing



ALBUQUERQUE, N.M. – Between August 13, 2021, and September 23, 2021, either New Mexico Wing Commander Col. Annette Peters or New Mexico Wing Vice Commander Lt. Col. Dean M. Klassy, Sr. presided over four different squadron change of command ceremonies. Sometimes, these changes of command occur all in one grouping; the last time this happened was in 2019.

Squadron commander is one of the most important positions in Civil Air Patrol. A strong squadron commander can contribute much to the wing's success, while an ineffective commander can also adversely affect the wing, and the organization itself.

When leadership changes, the change of command ceremony allows members to see the

new commander and witness the change in authority. The outgoing squadron commander passes the squadron flag to the wing commander, thereby relinquishing command; the wing commander then passes the flag to the incoming commander, who by this gesture assumes command of the squadron. Each commander brings something new to the squadron, so it is important for all members to recognize the new commander by sight.



**Right:** New Mexico Wing Vice Commander Lt. Col. Dean M. Klassy, Sr. passes the Alamogordo Composite Squadron flag to incoming commander SM James Partin, who assumed command from 1st Lt. Kaila Poole (second from right). (Photo: S.M. Benjamin Woods, CAP)

**Below:** Col. Peters congratulates incoming Socorro Composite Squadron Commander 1st Lt. Christine Kurtnaker. In the background is the squadron guidon bearer, Cadet 2nd Lt. David Himes. (Photo: Lt. Col. Dean M. Klassy, Sr., CAP)

The first change of command took place on August 13, 2021, at Albuquerque Senior Squadron, when 1st Lt. Aaron J. Pung assumed command of the squadron from Lt. Col. Douglas P. Weitzel, who had commanded the squadron from March 21, 2018, to August 20, 2021. New Mexico Wing Commander Col. Annette Peters thanked Lt. Col. Weitzel for his service and wished the best of luck to 1st Lt. Pung.

On September 2, 2021, at Eagle Cadet Squadron, command of the squadron passed from Capt. Bryan Neal to Capt. James McKelvey. Capt. Neal had commanded the squadron from October 9, 2014, to Sept. 7, 2021. The Wing Commander and members of the squadron thanked Capt. Neal for his service.

The third change of command took place on September 13, 2021, at Alamogordo Composite Squadron, when S.M. James Partin assumed command from 1st Lt. Kaila Poole, who had commanded the squadron from January 31, 2020, to September 15, 2021, as she will relocate to Alaska for her new adventure with the Air Force. New Mexico Wing Vice Commander Lt. Col. Dean M. Klassy, Sr. and the members of the squadron thanked her for her service.

The fourth and final change of command was on September 23, 2021, at Socorro Composite Squadron, when 1st Lt. Christine Kurtnaker assumed command of the squadron from her husband, Capt. Frank Kurtnaker, who had commanded the squadron from January 31, 2020, to September 23, 2021. First Lt. Kurtnaker quipped that she had 18 months' experience as the commander's wife.

New Mexico Wing thanks all outgoing commanders for their service, congratulates all new commanders, and looks forward to working with them in the future. 🇺🇸





**Top:** (L-R) Cadet Maj. Brenden Miller, 1st Lt. Frank Arvizu, F-16 Crew Chief, Cadet 1st Lt. Julian Orrs-Wright, Cadet Chief Master Sgt. Liam Arnold, and Cadet Capt. Henry Meyers stand in front of the F-16 jet they toured. (Photo: Maj. Houston Pye, USAF)

### ***Airpower Present and Future: Arizona Wing Cadets Visit 309th Fighter Squadron at Luke AFB***

*by Cadet Capt. Henry Meyers, CAP, Arizona Wing*

PHOENIX – Few people get the opportunity to see what it is like to have their dream job, and even fewer get to see it up close and personal while guided by someone who has made that dream a reality. This is the once-in-a-lifetime chance four cadets from Deer Valley Composite Squadron in Phoenix had when they visited Luke Air Force Base on August 16, 2021.

Cadet Maj. Brenden Miller, Cadet Capt. Henry Meyers, Cadet 1st Lt. Julian Orrs-Wright, and Cadet Chief Master Sgt. Liam Arnold were chosen to spend a day learning and touring Luke Air Force Base with Maj. Houston Pye, an F-16 instructor pilot with the 309th Fighter Squadron.

**Right:** The cadets look in the cockpit of an F-16 fighter as Maj. Pye (seated) explains the instruments and controls. (Photo: 1st Lt. Frank Arvizu, CAP)

A former CAP cadet himself, and current member of the Arizona Wing's 388th Composite Squadron in Glendale, Arizona, Pye was looking for a way to give back to the program and Deer Valley Squadron was more than willing to jump on the opportunity. "We really want to make a good impression," said 1st Lt. Frank Arvizu, the senior member supervising the activity, when briefing the cadets chosen to attend.

After the trip, Miller said, "We knew how great of an opportunity this was so we really wanted to represent CAP well and learn as much as we could. After all, it's not every day a fighter pilot offers to show you what your dream job is like."



Over the course of the visit, the cadets got to see and experience everything from how the pilots' gear is maintained by the maintenance crew, to guided time in the flight simulators used by the pilots on base, to an up-close walkaround of a real F-16 fighter, not to mention the chance to ask as many questions as they could think of. Other events included exploring the air traffic control tower and the radar control room.

Most of the cadets attending aspire to become Air Force pilots. Miller, a Cadet Wings graduate and cadet commander at the squadron, said, "It was incredible to see the base and talk to Maj. Pye. I want to be a fighter pilot too, someday, and this just makes me want it even more!"

Since the day of the event, Pye has kept in contact with the squadron and future trips are already being planned, so that even more cadets can experience this opportunity. Pye said he wants to continue to evolve the experience, adding more with each group of cadets, to offer the most that he can. 🇺🇸



**Top:** (L-R) CAP Capt. David Horn and CAP 1st Lt. Kyle Guinn conduct preflight checks in their Civil Air Patrol aircraft prior to take-off. (Photo: 1st Lt. Tamara Shannon, CAP)

**Right:** CAP 2nd Lt. Raymond Cope demonstrates use of direction-finding equipment to Cadet Airman First Class Ethan Huber. (Photo: 2nd Lt. Dustin Chandler, CAP)

## **Civil Air Patrol Units Conduct Joint Training to Ready Skills**

by Capt. Brandon Lunsford, Sr., CAP, Oklahoma Wing

JENKS, Okla. – On September 11, 2021, two Tulsa area squadrons of the Oklahoma Wing, Civil Air Patrol, partnered to conduct a multi-unit search and rescue training using both ground teams and aircraft. Fourteen





Jenks-based Riverside Composite Squadron adult members and cadets joined five senior officers from Tulsa-based Council Oak Senior Squadron in the training exercise, performing a variety of tasks.

**Left:** Cadet 2nd Lt. Matthew Huber follows other cadets during a ground search for an active ELT. (Images this page: Master Sgt. Faun Daves, CAP)

**Below:** Flight path that the CAP aircraft took to conduct the training mission search.

“We train so we can respond,” said Riverside Squadron Commander 1st. Lt. Yolanda Daves, “We do this so we can create the skills necessary to save lives in a moment’s notice.”

The exercise scenario involved a localized response to an active emergency locator transmitter (ELT), a radio beacon carried aboard aircraft. In the scenario, search teams were informed the active ELT signal was reported by two aircraft, one out of Tulsa International Airport, and another

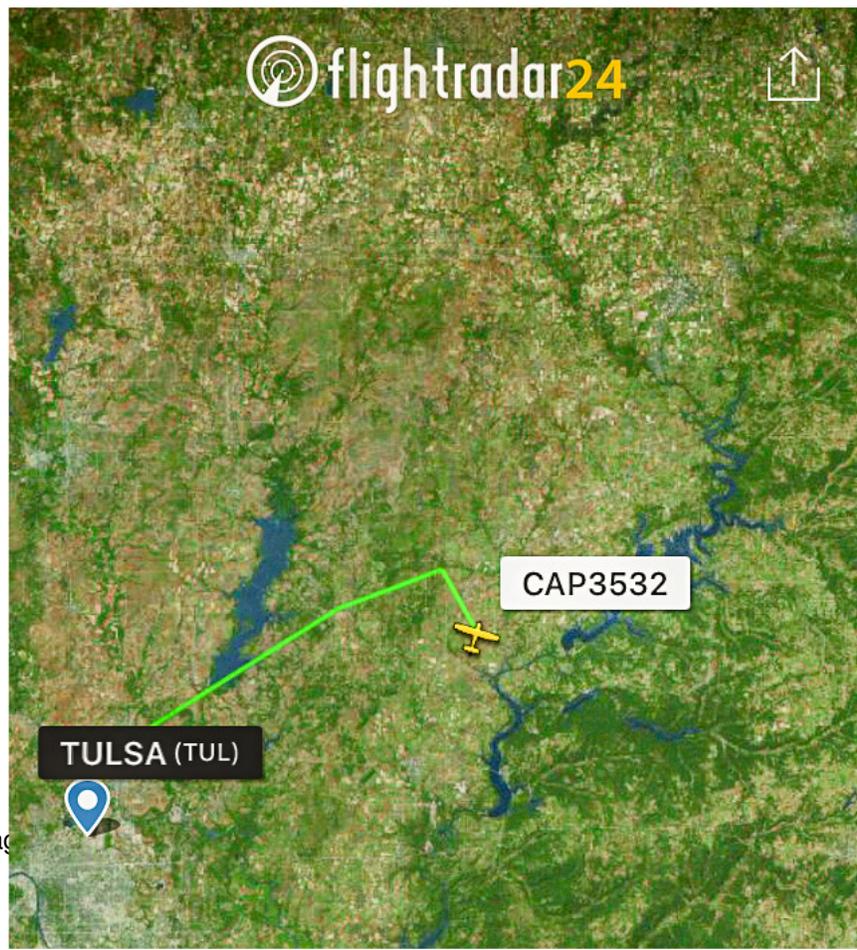
one out of Claremore Regional Airport. The location of the scenario downed aircraft was unknown.

Two ground teams were activated from Riverside, including 10 cadets. One aircrew was activated from Council Oak, piloted by Capt. David Horn, to cover the terrain. Aircrew members quickly ascertained an area northwest of Pryor as a likely crash site and guided ground team members into the search area.

“The professionalism and attention to detail 12- to 19-year-old cadets display in scenarios is a direct indicator of how they will react in real-world situations,” Horn said. “With proper emergency services training we can prepare them to respond to events they cannot even imagine right now.”

The weekend operations started for this group at 6:30 a.m., which required the adults and youth volunteers to be up two hours earlier preparing themselves for the day.

“My favorite part of emergency services training is the adrenaline rush that comes when you are getting close to finding the ELT,” Cadet 1st Lt. Melia Chandler said. “It can be stressful sometimes, but when you are communicating with the plane in the air, it feels rewarding when you find the ELT successfully. You have to move quickly and be on top of your game, but that is all part of the fun.”





Right: Screenshot of search area. (Photo: 1st Lt. Michael Freeman, CAP)

### Arkansas Wing Credited with Save in Search for an Arkansas Man

by 1st Lt. McIntyre, CAP, Arkansas Wing

MONTICELLO, Ark.- On September 24, 2021, at the request of the Arkansas Department of Emergency Management, the Arkansas Wing was activated by the Air Force Rescue Coordination Center. The subject of the search, a resident of Drew County, Arkansas, had been missing since 3:00 a.m. local time on September 21, 2021.

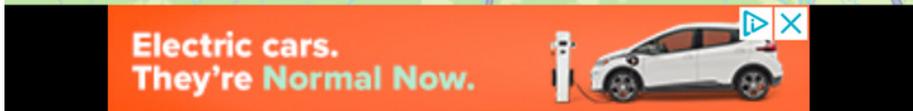
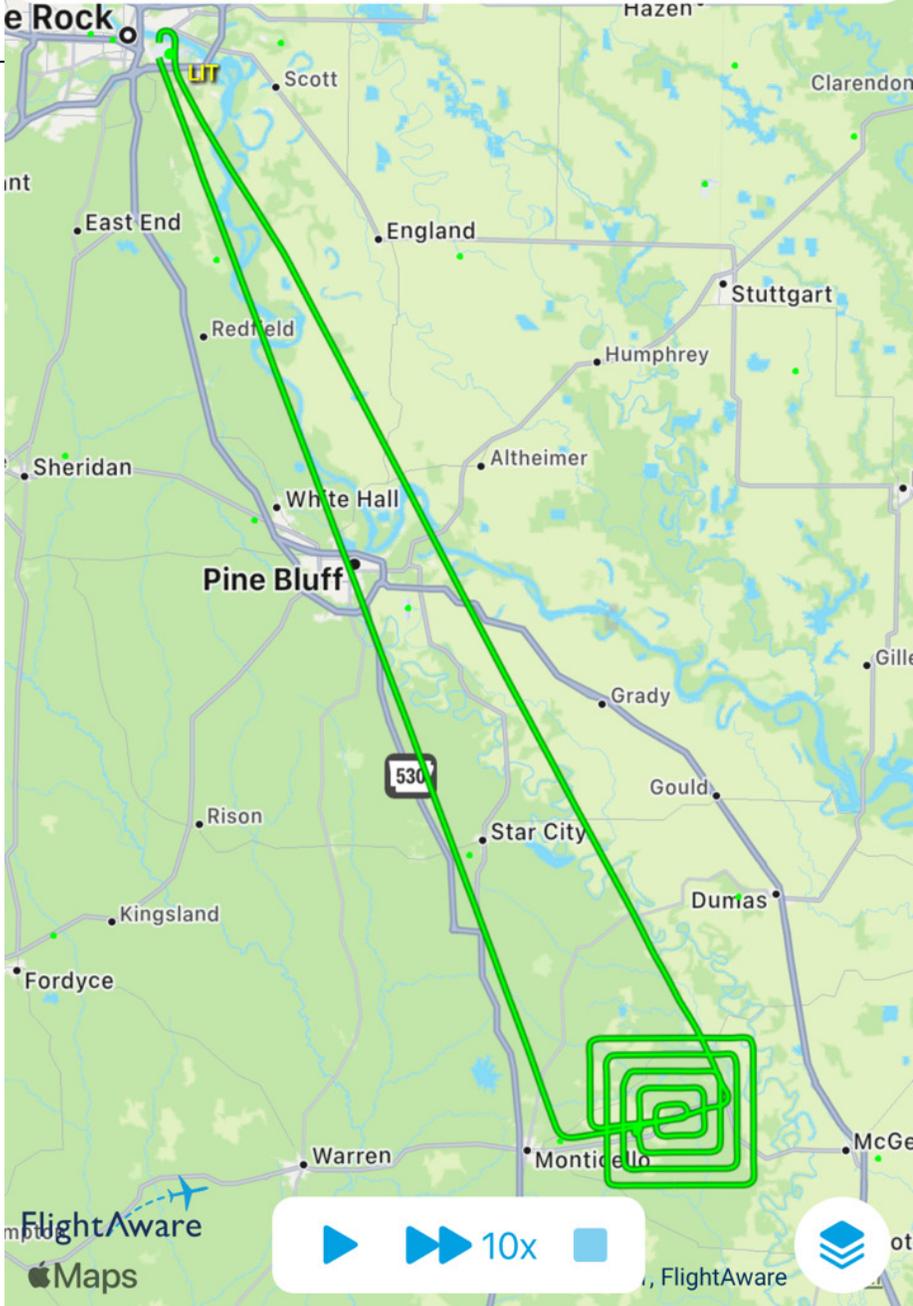
At the time of activation, Capt. Daniel Hutson, of the 42nd Composite Squadron, Little Rock, Arkansas, was conducting cadet orientation rides. Upon notification that the squadron had been activated, he began prepping a Cessna C182 equipped with the G1000 glass cockpit.

The mission crew consisted of Mission Pilot (MP) 1st Lt. Michael Freeman, Mission Observer (MO) Lt. Col. Chuck Bishop, and Mission Scanner (MS) 1st Lt. Tanya Freeman. Prior to take-off, Incident Commander Lt. Col. Marchelle Jones briefed the crew on mission specifics and safety.

The crew was airborne roughly at 5:00 p.m. heading southeast from Little Rock to perform an expanding square search pattern Northeast of Monticello, Arkansas. During the search, Bishop noticed many deer stands in the area, and remarked that the subject might be in one of the stands. Lacking adequate lighting, the crew flew back to Little Rock.

A second sortie, with 1st. Lt. Eric Henderson filling in as MO, was initiated the following morning, but was called back before reaching the search area. Local search parties had found the subject in a deer stand, about a quarter mile from his home.

Freeman said of the mission, "Although we did not find him before it got dark, I felt that at least we gave the family some peace, knowing people were looking for him by air and ground, and that everyone was doing their best to find him." While the crew did not locate the individual, Civil Air Patrol was credited with the save along with all the other search crews involved in the rescue effort.



**Right:** Socorro Composite Squadron Public Affairs Officer Lt. Col. David Finley, honored as CAP's Public Affairs Officer of the Year. (Photo: Socorro Composite Squadron Public Affairs)

### ***New Mexico Wing's Finley and Mamawal Earn Top Honors at CAP National Conference***

*by Lt. Col. Jay T. Tourtel, CAP, New Mexico Wing*

ALBUQUERQUE, N.M. – At Civil Air Patrol's virtual National Conference, held on the weekend of August 12-14, 2021, Lt. Col. David Finley of Socorro Composite Squadron was honored as CAP's Public Affairs Officer of the Year, and Cadet 2nd Lt. Hunter Mamawal of Albuquerque Heights "Sprit" Composite Squadron was presented the Air Force Sergeants Association Cadet NCO of the Year Award.



Finley has been a member of CAP and Socorro Composite Squadron since January 2007. He served as squadron commander from 2007 to 2015, and held positions in the squadron including squadron historian, professional development officer, and public affairs officer. He was New Mexico Wing Public Affairs Officer from 2009 to 2016, and in 2018 was named Southwest Region's Public Affairs Officer of the Year. He is also assigned as Southwest Region Historian.

Notable was Finley's coverage of New Mexico Wing's COVID-19 relief mission, which ran from April 2020 to March 2021, where the Wing was tasked with the longest continuously staffed relief mission since World War II. Finley's timely reporting provided members of the Wing with updates on how the Wing was transporting COVID-19 test samples from cities and towns throughout the state to Albuquerque for testing, and then when the vaccines became available in December, transporting them from Albuquerque statewide, becoming the first CAP wing in the nation to do so. As a result, in June 2021 the Air Force recognized the Wing for outstanding duty performance.



**Above:** New Mexico Wing Commander Col. Annette Peters presents Cadet 2nd Lt. Hunter Mamawal with the Air Force Sergeants Association Cadet NCO of the Year Award. *(Photo: Albuquerque Heights Composite Squadron Public Affairs)*

“I could not be prouder of Lt. Col. Finley’s intense devotion and support of New Mexico Wing’s role in the COVID-19 mission, Civil Air Patrol’s most important mission since World War II,” said New Mexico Wing Commander Col. Annette Peters. “His tireless energy of sharing the heroic efforts of New Mexico Wing volunteers with the citizens of our communities and state, and the selfless volunteer service that our members gave to this mission through his press releases speaks volumes of why he was recognized and presented the Col. (Bud) Payton PAO of the year Award at the National level.”

Mamawal has been a member of CAP and Spirit Squadron since October 2018. He has served as cadet element leader, flight sergeant, first sergeant, flight commander and leadership NCO. In April 2021, he earned CAP’s General Billy Mitchell Award, which carries with it promotion to cadet second lieutenant, and signifies completion of Phase II of CAP’s four-phase Cadet Program, which can aid cadets in selection to military academies.

In the spring of 2021, he was appointed to the United States Military Academy at West Point. He reported for duty on June 26, 2021, graduating from Basic Cadet Training on August 14. He is now serving as a fourth classman in the Class of 2025. Since he was appointed as an athlete, outside of his military and academic obligations he must spend four hours a day strengthening his gymnastic skills.

“It has been a pleasure to hear about – and watch – Cadet 2nd Lt. Hunter Mamawal’s progression through the cadet program. He demonstrated an outstanding level of leadership and self-discipline to the junior cadets in his squadron, while setting a wonderful example of the Core Values of Civil Air Patrol. Our Wing wishes him well at West Point,” said Col. Peters. 🇺🇸



**Top:** A T-6 Texan waits to taxi out for takeoff at Flight Night Airshow. (Photo: Cadet 1st Lt. Melia Chandler, CAP)

## ***Civil Air Patrol Cadets Partner for STEM Education***

*by Capt. Brandon Lunsford, Sr., CAP, Oklahoma Wing*

JENKS, Okla.– On September 11, 2021, Civil Air Patrol’s Riverside Composite Squadron members assisted with this year’s annual Tulsa Flight Night Gala, benefiting Tulsa Regional STEM Alliance at Tulsa Technology Center’s Riverside Campus, home of the squadron itself, at Richard Lloyd Jones Jr. Airport.

The cadets and adult members assisted aircraft departing the flight ramp as they were taxiing before takeoff. They also maintained a security perimeter around the active flight line, to keep the participating guests of the gala and the planes safe.

As posted on their website, “Tulsa Flight Night is a 501(c)(3) sparking the future of innovation in Oklahoma by igniting community support to provide students access to life-changing STEM learning opportunities.”

“Flight Night’s focus mirrors our own,” said 1st Lt. Tamara Shannon, the squadron’s aerospace education officer. “Science, Technology, Engineering, and Mathematics (STEM) education programs are the building blocks of the aerospace and aviation industries. The future of our city, state, and nation is going to be hugely affected by the technology industries. Coming together to impact our youth in this way is a step in the right direction.”



About 54,000 Civil Air Patrol volunteers across the country lend their expertise and time to help save lives, shape futures, and strengthen education using aerospace and STEM curricula developed by CAP. Civil Air Patrol’s aerospace education programs support community schools, teachers, students, and CAP youth through a variety of programs, including curriculum for K-12 classes and study guides, books and special project kits that address aviation, space, cyber and STEM. Special programs range from recognizing outstanding educators to providing teachers an opportunity to see how scientific principles work while flying in a CAP aircraft.

“Having been both a cadet and senior member in CAP,” Shannon said, “I personally know the tremendous positive impact the program can have on youth. It inspires cadets to reach for their dreams and then gives them the tools they need to turn those dreams into reality.”

Cadets were tasked with maintaining the safety and security of the flight line, while performing crowd control duties, giving them an up-close and personal view of the air show. Participation in events such as this build a sense of individual responsibility as well as teamwork.

“I enjoyed working with the aircraft,” said Cadet Chief Master Sgt. Steel, the squadron’s cadet first sergeant. “I like the aviation aspect of the CAP program and all the experiences that gives you. I also enjoy the cadet programs and drill.”



**Above:** (L-R) Cadet Tech. Sgt. Alec Million and Cadet 2nd Lt. Chloe Shannon provide flight line security detail at the Flight Night Airshow. (Photo: Master Sgt. Faun Daves, CAP)

**Right:** CAP cadets provided flight line security detail at the Flight Night Airshow. (Photo: Cadet Chief Master Sgt. Benjamin Steel, CAP)

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**Right:** En route to a field training exercise, members of Deer Valley Composite Squadron came across a traffic accident and stopped to help. First Lt. Frank Arvizu directed traffic around the accident scene where the highway was blocked. (Photo: 1st Lt. Mike Ricker, CAP)

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## **Arizona Wing – Practice Leads to Improvement in Squadron 302 FTX/OpEx**

by Lt. Col. Gordon Helm, CAP,  
Arizona Wing

PHOENIX – On August 28, 2021, cadets and senior members of Deer Valley Composite Squadron 302 conducted a joint cadet field training exercise (FTX) and a realistic simulation for emergency services air crew training (OpEx). Included in the training was a visual search to locate a simulated downed aircraft by ground search and using small unmanned aerial systems (sUAS) to establish the target's location for the searchers. To help in coordinating the search was the first field use of a mobile CAPLink radio system for air/ground/sUAS communications.



First Lts. Mike Ricker and Frank Arvizu planned and conducted the FTX. They coordinated the OpEx with Capt. Steve Barnes of emergency services and Capt. Brian Tucek, who leads the Arizona Wing's sUAS program. Maj. Chris Dusard, who developed the CAPLink system, trained the members on its setup in the field. As the communications unit leader, Maj. Ruben Kafenbaum coordinated the radios. Ricker coordinated the setup of the simulated crash site and the 121.775 MHz beacon Emergency Locator Transmitter.

Cadet Chief Master Sgt. Caleb Miller was the noncommissioned officer in charge of the cadets. "Cadet Miller's performance was excellent in his first large-scale FTX," Ricker said.

With late August weather in central Arizona, the FTX/OpEx was planned to get started very early to beat the expected triple-digit heat. Cadets and senior members bunked in the Deer Valley Composite Squadron building the night before, eating pizza and watching a movie before sleep. At 4:30 a.m., they were on their way, heading north on Interstate 17 toward the planned FTX area near Camp Verde.



**Above:** (L-R) Cadet Senior Airman Paul Sliney, Cadet Airman Joseph Portanova, and Cadet Senior Airman Zane Saliba at the base camp, where the mobile CAPLink unit was set up. (Photo: Capt. Brian Tucek, CAP)

What they did not expect on their way to the training search area was coming upon a vehicular accident. As the three-vehicle convoy reached the top of the Mogollon Rim, near Sunset Point, they came upon a two-vehicle accident that had happened just seconds before – the dust was still settling. Squadron members immediately stopped to render aid in the pre-dawn darkness.

“First Lts. Arvizu and Patrick Sliney deserve special recognition for both securing the safety of our cadets and then assessing the injuries of the three people at the accident scene,” said Ricker. “One of the vehicles was still partially on the roadway, and Arvizu directed traffic around the scene until the Yavapai County Sheriff’s deputy arrived.”

At one point, the three senior members needed extra help for a less seriously injured victim. “We called upon the cadets to provide assistance and they performed as we all hope for... with excellence,” Ricker said.

The deputy asked squadron members to continue to assist at the accident scene for almost an hour, until more help and emergency medical service vehicles could arrive.

Once released, the members continued to their destination, an hour behind schedule. Upon arrival, they set up the base camp and CAPLink radio in preparation for the OpEx portion of the training. A CAP aircrew flying from Prescott Composite Squadron 206 was the first to relay lines of position to locate the “missing aircraft” target. Cadets were trained in using the Foxhunt app to pinpoint a target, and quickly plotted the transmitted lines. Their lines resulted in a calculated center 4.5 miles away from the actual location. A second aircraft, with a Deer Valley Composite Squadron aircrew, was next on scene and transmitted a series of lines of position that resulted in a center one-quarter mile from the actual site. They were then directed to fly over the simulated crash site and located it from the air.

## The Fly-By, Southwest Region, October 2021

“The CAP aircrew did an exceptional job of guiding the ground assets to the target site,” Ricker said. “We could not see the site from the road and the crew was able to guide us to within 500 feet of the target. We also asked them to provide general air support and look for a possible helicopter landing location. They provided guidance for us to the possible landing site.”

Once the “crash site” was found, the cadets learned that some of the “victims” had left the area and needed to be located by ground search. The sUAS team members set up their drones while the cadets began a “bounding overwatch” search. The cadets and the sUAS team located the missing victims a short distance away at about the same time.

That completed the OpEx portion of the training. The cadets and FTX senior members returned to their base camp for more field training and radio practice. They were fed lunch by Arvizu’s brother, Jose Arvizu, and had some relaxation time by a stream before packing up and heading home.

The FTX team was also tasked to perform some initial field tests with the newly developed mobile CAPLink. While there were some issues with the transmit function, the unit showed significant field capability, and reception quality was exceptional.

There were many lessons learned during the FTX that will be added to the planning for the next one. 🇺🇸

**Below:** The team used small unmanned aerial systems to locate the target for the searchers. *(Photo: Capt. Brian Tucek, CAP)*



**Right:** Capt. Greg Collins briefs trainees on the NIST Open Lane test. (Photos this page: 1st Lt. Jonathan McIntyre, CAP, Arkansas Wing)

**Below:** During sUAS training, Cadet 1st Lt. Morgan operates a Mavic 2 Enterprise

## **Texas and Arkansas Wing Cadet's sUAS Training Sparks Competition**

by 1st Lt. Jonathan McIntyre, CAP, Arkansas Wing



LONE OAK, Texas – Texas and Arkansas have a long history of competition and cooperation, although sometimes the latter can be strained between the two states. Cooperation and competition arose at the latest Small Unmanned Aerial Systems (sUAS) training held by Texas Wing.

Texas Wing Director of Operations for sUAS Capt. Greg Collins hosted the training event and briefed the group of six trainees on some of the changes in the sUAS program. One of the most sweeping changes is the adoption of the National Institute of Standards and Technology (NIST) sUAS Open Lane courses tests. He also spoke of his experience at the sUAS “train the trainer” event held by the National Emergency Services Academy at Camp Atterbury, Ind., in September.



## The Fly-By, Southwest Region, October 2021

NIST develops standardized testing for manufacturers, researchers, and end users. The aerial systems test is designed to assess not only the functionality of sUAS products but also train operators on how to properly use the systems' capabilities. Civil Air Patrol will incorporate what is called the Open Lane Test to complete future CAP Form 5u and CAP Form 91u assessments.

The Open Lane tests consist of a series of buckets set at known angles, with images at the bottom of the bucket. The sUAS pilot must capture 32 correctly framed photos out of the 40 images taken during the test. The pilot is given instructions on how to manipulate the controls and take photos in three phases of the test, that must be completed in 10 minutes.

In attendance at the training were Cadet 1st Lt. Jerry Morgan of the Tyler Composite Squadron in Tyler, Texas, and Cadet Master Sgt Toby Nash of the 95th Composite Squadron, Texarkana, Arkansas. The cadets worked together as either visual observers or proctors while the other piloted the sUAS. As the cadets got more comfortable with the aircraft and had similar completion times, an informal competition began to grow between the two. They each began to see who could complete the course the fastest. By the end of the training day, Texas' Cadet Morgan had completed the course in just over nine and a half minutes, Arkansas' Cadet Nash completed the course just under nine minutes.

While competition was not the training's goal, it seemed to help the cadets strive to do better. Both cadets said that they had a lot of fun at the training event, and that they look forward to future training opportunities. 🇺🇸

**Below:** An Example of a target on the NIST course. *(Photo: SM Marissa Collins, CAP, Texas Wing)*





**Top:** (L-R) Santa Fe Composite Squadron Cadet Airman Samson O’Sullivan, Cadet Airman Basic Madalyn Gutierrez, Cadet Airman Tyler Rylee, Cadet Airman 1st Class Cruz Castillo, Cadet Chief Master Sgt. Gabriel Gutierrez, Cadet Senior Airman Zachary Gutierrez, and Cadet Airman 1st Class Luca Buckley tour the New Mexico National Guard Facility at Santa Fe Regional Airport. (Photos: Lt. Col. Angie Slingluff, CAP)

## ***New Mexico Wing Cadets Tour National Guard Facility***

*by Lt. Col. Angie Slingluff, CAP, New Mexico Wing*

SANTA FE, N.M. – On August 21, 2021, the New Mexico Army National Guard’s 93rd Brigade held an open house for CAP cadets at the Santa Fe Regional Airport. Eight cadets, along with Squadron Commander Lt. Col. Angie Slingluff and Capt. Allan Wood, attended from the Santa Fe Composite Squadron. Five cadets, Senior Member Jason Hick, and a chaperone attended from the Los Alamos Composite Squadron.

The open house began with a tour of the 93rd Brigade’s aircraft maintenance facility. Afterwards, cadets went to a classroom where they were shown a video of N.M. National Guard Operations in Afghanistan. The video showed the terrain and challenges of the country, but also emphasized the camaraderie Guard members share while deployed. Mr. Brian Philipbar gave a presentation on the aerodynamics of fixed wing aircraft and helicopters, followed by a tour of the maintenance hangar. This helped cadets understand the features of the aircraft that they would see.

The group was divided into two smaller sections. One learned about and climbed into a Cessna Citation jet aircraft used to transport personnel, while the other one saw a UH-72A Lakota

## The Fly-By, Southwest Region, October 2021

helicopter that can carry eight passengers or two medical litters. The sections switched places so that everyone was able to see both aircraft. The presenters answered questions and explained some of the unique features of the Citation and the Lakota, as well as talked about the various jobs that they do to fly and maintain the aircraft.

After the outside tour, CAP members returned to the classroom for pizza and a question-and-answer session about the Guard and the opportunities and benefits for those who join. Because the brigade's Black Hawk helicopters had been deployed, the cadets were unable to have an orientation flight this year, but hopefully will have that experience in the future. Slingluff thanked Maj. Brendon Hirshar and Chief Cobb, who arranged this special opportunity for the two CAP squadrons. 🇺🇸

**Below:** Attending the tour from Los Alamos Composite Squadron were (L-R) Cadet Airman 1st Class Carson Hick, Cadet Tech. Sgt. Gavin Robles, Cadet Airman Basic Michael Bane, Cadet Airman Basic Cole Luscher, Cadet Staff Sgt. Emmaline Weaver, and Senior Member Jason Hick.





**Top:** (L-R) 1st Lt. Ben Henderson instructs Cadet Airman Sophia Estabrooks about the glider flight they are preparing to launch. (Photos: 1st Lt. Brooke Erikson, CAP)

## ***Oklahoma Wing Flight Event Makes Youth Soar***

*by 1st Lt. Brooke Erikson, CAP, Oklahoma Wing*

TINKER AFB, Okla. – On August 14, 2021, Civil Air Patrol pilots and operations staff from across Oklahoma gathered at two launch locations, Prague Municipal Airport and Pryor’s Mid-America Industrial Airport, to give cadets their first orientation flight experiences. Both locations combined hosted over 50 members at the event, which yielded 63 flights.

Civil Air Patrol’s aerospace (AE) mission is to empower members with opportunities and the resources to promote AE-related Science, Technology, Engineering and Mathematics (STEM) education and careers.



**Left:** Capt. Brian Sommers briefs cadets on how orientation flights operate.

**Below:** Maj. Linda Siegmann observes a cadet light the fire on the hot air balloon demonstration.

The aerospace and STEM education programs serve adults and youth from pre-K through high school. CAP's

programs reach 700,000 youth each year with hands-on Aerospace/STEM lessons and resources.

“We wanted to create an opportunity for our Oklahoma cadets from around the state to come together and learn something about various forms of flight,” said Lt. Col. Robin Rowden, who assisted with organizing the event. “Members join CAP for unique networking and training opportunities like these.”

Orientation Flights are introductory flights where cadets learn about basic maneuvers of an aircraft, aircraft instruments, weather, and many other variables. Cadets under age 18 are eligible for five front-seat powered flights in a single-engine aircraft and five non-powered flights in a glider. Every flight has a required set of maneuvers that the cadets perform. These flights help encourage STEM careers. During special activities, cadets may be eligible for flights aboard military aircraft, primarily cargo aircraft, tankers, or helicopters.

Cadets were able to network with one another during the event, besides starting to learn how to fly. At the Prague location, mechanics who work at the airport showed the anatomy of a reciprocating aircraft engine. Participants got a surprise visit by a hot air balloon crew and were able to spend some time examining the balloon and asking questions. 🇺🇸





**Top:** Cadets pitched their tents in the pine forest of Prescott, about 100 miles north of Phoenix. (Photo: Master Sgt. George Risinger, CAP)

## ***Arizona Wing Composite Squadrons Hold Joint Field Training Exercise***

*by Master Sgt. George Risinger, CAP, Arizona Wing*

PRESCOTT, Ariz. – During August 13-15, 2021, after more than a year of conducting joint cadet meetings via Zoom, 18 cadets from Prescott Composite Squadron 206 and the 388th Composite Squadron in Glendale, with the help of seven senior members, planned and executed a field training exercise (FTX), held at the Kiwanis Bradshaw Pines Camp in Prescott, about 100 miles north of Phoenix. On the first night, the participants were hit by wind and rain, but the following two days were sunny, with temperatures considerably cooler than those in Phoenix.

The group spent three days and two nights learning leadership, drill and ceremony, guidon training, flag detail, and first aid. On the second night, the cadets conducted a flag retirement ceremony. The cadets also worked through an obstacle course such as one would experience during military basic training.

For three participants in the joint exercise, it was truly a family affair.

**Right:** One part of the obstacle course required cadets to crawl on their bellies under wires. (Photo: Cadet 2nd Lt. Aevyn Peirce, CAP)

Capt. Jason Ebersole of the Prescott Composite Squadron gave comprehensive first aid training to the cadets. A new member of the squadron, Ebersole is an Air Force veteran and a full-time faculty member at Yavapai College in Prescott, with over 13 years' experience teaching at the postsecondary level in the areas of allied health, emergency medical services, and biology. He has more than 25 years' experience in emergency medicine and sports medicine.

During the FTX, Ebersole was assisted by two additional Prescott Squadron members, Senior Member Rhodora (Rho) Ebersole (his wife, who is a registered nurse), and 1st Lt. Michelle Lynott who is a family nurse practitioner.

The Ebersoles' son, Cadet Airman Austin Ebersole, also participated in the joint FTX. "Having this training was not only fun, but it was great to know that what I learned could potentially save someone's life," Cadet Ebersole said. "It was a source of pride to have everyone know that my dad was the one who was training us."

"My initial reaction and overall experience from working with the cadets from the 206th and 388th was excellent," said Capt. Ebersole. "I think they did a great job with multiple tasks, and I am working on getting some certificates made for the cadets who passed their assessments during the FTX. I thought they were respectful and receptive to the learning environment that was provided for them.

"Multiple cadets who could not attend heard about the experience from cadets who attended and are already asking for the dates to the next combined FTX," said Capt. Ebersole. "This word of mouth is one of the best things that an instructor could have received. It makes you feel like the training was appreciated and that you did a good job."





**Left:** Capt. Jason Ebersole taught the cadets first aid, including how to place an injured person on a backboard for transport. (Photo: Master Sgt. George Risinger, CAP)

Senior Member Rho Ebersole gained some new perspective as well. "This weekend was the first experience with our group and another group doing something together," she said. "It was wonderful to see how all cadets worked together like they had always been one big group. I must say it was wonderful to see my husband working in his element as he has always been a wonderful teacher, mentor, coach, youth pastor, and college professor, but actually seeing his calling in action was the highlight of the FTX for me."

Even if you weren't a member of the Ebersole family, the reviews for the FTX were

positive. "The best part of the FTX was learning first aid and applying a tourniquet, packing a wound, and using a backboard," said Cadet 2nd Lt. Jonathan De Luca of the Prescott Composite Squadron.

"I really liked being able to do drill again," he added. "I missed it because of COVID-19 and not being able to meet in person during that time. Another thing I loved was the flag retirement ceremony during which we retired six flags."

Cadet Senior Airman Abella Luque from the 388th Composite Squadron also was a fan of the first aid training and added that she learned how to set up a tent for the first time. "I mostly enjoyed the quality time with the other cadets and the bonds and friendships we made," Luque said. 🇺🇸



**Top:** (L-R) Capt. Alan Eckert receives CAP's Disaster Relief Ribbon with "V" device from Deputy Commander for Cadets Lt. Col. John Gravel. (Photos: Maj. C. John Graham, CAP)

## ***Santa Fe Composite Squadron Holds Recognition Ceremony***

*by Maj. C. John Graham, CAP, New Mexico Wing*

SANTA FE, N.M. – On August 17, 2021, the Santa Fe Composite Squadron held a long-overdue ceremony to recognize cadet promotions and the contributions of senior members to the Wing's COVID-19 support mission. COVID-19 precautions were in place: all attendees were wearing masks and seating was socially distanced. (*Editor's Note: masks were taken off briefly for some photos.*)

Respective cadet parents pinned new insignia on Cadet Chief Master Sgt. Gabriel Gutierrez, Cadet Sr. Airman Zachary Gutierrez Cadet Airman 1st Class Luca Buckley, and Cadet Airmen Cruz Castillo, Jay Madrid Jr., Marcus Madrid Jr., Samson O'Sullivan, and Tyler Rylee. Cadet Airman Brandt Jones, having recently moved to Colorado, was recognized though not present.

New Mexico Wing Commander Col. Annette Peters presented the Amelia Earhart Award to Cadet Capt. Austin Foddrill. In addition to marking promotion to cadet captain, the Earhart Award recognizes completion of Phase III of the cadet program, and sustained excellence in all four areas of cadet life: leadership, aerospace education, fitness, and character development. Foddrill is also chair of the Wing's Cadet Advisory Council.

Santa Fe Composite Squadron Deputy Commander for Cadets Lt. Col. John Gravel expressed pride in the cadets' accomplishments and remarked on the cadet "doubles": two Madrids and two Gravels (Lt. Col. Gravel's daughters), and now a "triple" Gutierrez, with new cadet Madlyn Gutierrez recently joining the squadron.



**Above:** New Mexico Wing Commander Col. Annette Peters presents Civil Air Patrol's Amelia Earhart Award Certificate to Cadet Capt. Austin Foddrill, chair of the New Mexico Wing Cadet Advisory Council.

**Below:** Cadet Senior Airman Zachary Gutierrez receives his new grade insignia.

Santa Fe Squadron Commander Lt. Col. Angie Slingluff and Lt. Col. Gravel presented the Disaster Relief ribbon with "V" device to pilots Maj. C. John Graham, Maj. Glen Nicolet, Capt. David Staples, and Capt. Allan Wood, and to mission radio operator Capt. Alan Eckert, for their part in the Wing's COVID-19 support mission that lasted nearly a year. During the mission, air and ground crews, plus radio operators and incident staff, ensured timely delivery of test samples and vaccine across the state.

Col. Peters highlighted the contributions of Wing members, who volunteered over 14,000 hours during the mission. She also expressed gratitude for a plaque presented by USAF Col. Michelle Boyko in appreciation of the Wing's outstanding performance during the mission. After the ceremony, Col. Peters met with the Santa Fe cadets to point out the significance of their accomplishments and answer any questions they might have.

Many parents commented to Lt. Col. Slingluff that it was a very impressive ceremony, adding that they were proud of their cadets' achievements. 🇺🇸





**Left:** Master Sgt. Faun Daves hands Cadet 2nd Lt. Emily Dresel a yellow stick to mark her completion of her first lap. Cadet Senior Airman Ethan Huber jogs not far behind. (Photos: Capt. Brandon Lunsford, CAP)

## ***Oklahoma Wing Unit Gets Active for the First Time Since Pandemic***

*by Cadet 2nd Lt. Emily Dresel, CAP, Oklahoma Wing*

JENKS, Okla. – On June 7, 2021, “Nothing can stop us” was the unspoken motto of the Broken Arrow Composite Squadron’s Jenks Flight, as they marched forward through the pandemic. This can-do attitude did not make the restrictions any less grueling, and the whole flight (also known as Riverside) rejoiced when they were finally able to meet in-person again, albeit with masks. When Oklahoma moved into Phase Three, removing the mask mandate, another cheer rang through Riverside. At last, the cadets could participate in PT again.

Physical Training (PT), short for Cadet Physical Fitness Training (CPFT) involves three components: a mile run, pushups, and curl-ups. In celebration of their regained freedom, the Jenks Flight decided to go above and beyond the basics for their first PT meeting since the pandemic hit. Lt. Col. Bill Shannon, the flight’s fitness education officer, organized an evening full of physical fitness activities at the Sapulpa High School football stadium.

The event started on June 7, 2021, with opening formation at 6 p.m., safety and stretches, and then a mile run on the quarter-mile track surrounding the football field. As the cadets took off on their first lap, four adults held a handful of colored sticks, one color per adult. As they completed a lap, each cadets got a stick: yellow, green, blue, and red. The cadet’s mile was over after collecting all four sticks.

After the mile, cadets paired off for pushups and curl-ups. Next came the big event on the football field. Shannon had designed and organized a strength training course; several stations

lined one endzone. Cadets started the stations in no order and worked through them in a counterclockwise rotation. Cadets jogged from one end of the football field to the other and back. Next, cadets carried four ammunition cans filled with sand to the 5, 10, 15, and 20-yard lines or brought the ammunition cans back to the endzone, depending on the cadet before them.

After that, they carried two water canisters to the 20-yard line and back; flipped tires to the 10-yard line and back; pushed a weighted sled to the 20-yard line and back; and once again jogged from one end of the field to the other and back. Each cadet ran through the course twice.

Although tired from the exercise, all cadets left smiling. PT is an integral part of the cadet program, not only because it encourages cadets to maintain a healthy, physically active lifestyle, but because it builds teamwork and esprit de corps. During Riverside's first PT night since the pandemic, all cadets rallied around the last cadet left to complete the strength training course, cheering her on as she pushed the sled to the twenty-yard line and back. All she had left was to jog down the football field and back. The cadets jogged with her, despite being exhausted themselves, continuing to cheer her on.

On the following day, in a unit-wide announcement, "Great job last night cadets," said Capt. Brandon Lunsford, Riverside's deputy commander for cadets. "You crushed the testing and

challenged yourselves in the strength training course. Very proud of you all." 🇺🇸



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**Above:** Nothing can shake Cadet Chief Master Sgt. Benjamin Steel's determination as he carries an ammunition can onto the field.

**Left:** "Flipping tires can be hard work," said Cadet Matthew Huber as he prepared for another flip down the field.

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**Top:** One of the Civil Air Patrol aircraft used for the orientation flight training. (Photos: Master Sgt. Thomas Osborne, CAP)

**Below:** Cadet Airman Johnathon Wallace prepares to take his first flight in a CAP aircraft.

## ***Oklahoma Wing Cadets Gain New Perspective***

*by 1st Lt. Tiara Sweeney, CAP, Oklahoma Wing*

ALTUS, Okla. – Oklahoma Wing Commander Col. Aaron Oliver set a goal of 100 cadet orientation flights completed within his first 60 days of leadership, making cadet airtime a priority within the wing. Just over one month later, the wing topped that goal with a group of flights taking the total to 102.

On Sept. 4, 2021, with the passion for flight ignited by Col. Oliver, Jackson County Composite Squadron, located at Altus Air Force Base, picked up the torch and moved on, getting all 10 of their cadets into planes over the Labor Day weekend.

Civil Air Patrol's Youth Aviation Initiative empowers cadets from CAP, Air Force Reserve Officer Training Corps, and Junior Reserve Officer Training Corps with hands-on opportunities to explore aviation and other unique experiences.

"While in the air, I was able to take control of the aircraft and fly it," said Cadet Corbin Tolle.

Civil Air Patrol's orientation flight program offers 10 introductory flights to each cadet member – five conducted in the front seat of a powered aircraft and five in gliders. During these flights, cadets are given the opportunity of taking the controls to fly the aircraft.

To make the event possible, four CAP volunteer pilots joined cadets at the airfield, including 1st Lt. Andrew Nantze.

"I love getting the opportunity to let all cadets experience aviation," said Nantze about his volunteer work as a CAP pilot.

"I like the turning and the view," Cadet Airman Mason Neely said.

At the training, all cadets received their first flight with CAP. For some it may not have been their first time in an airplane, but for all it was their first time flying a plane. 🇺🇸





**Top:** A location in the pines of northern Arizona provided some new opportunities at the wing's 2021 encampment, including a ropes course and zip line. (Photo: 2nd Lt. Mitch Smith, CAP)

**Below:** Archery practice was one of the activities offered during encampment. (Photo: Cadet 2nd Lt. Tanner Bollinger, CAP)

## ***Arizona Wing Holds Summer Encampment in Prescott***

*by 2nd Lt. Mitch Smith, CAP, Arizona Wing*

PRESCOTT, Ariz. – Cadets from across Arizona attended summer encampment beginning on July 23, 2021, at Prescott Pines Camp in northern Arizona. The 2020 Arizona Wing summer encampment had been canceled due to COVID-19, but the cadets and staff were finally able to enjoy participating in various camp activities such as nature hikes, archery, zip lines, and nightly team sports. Participants also received instruction in customs and courtesies, drill, and various leadership topics presented by cadre staff, as well as various members of the armed forces.



**Right:** Cadet Airman 1st Class Xavier Elizondo practices using a compass for field navigation during encampment. (Photo: Cadet 2nd Lt. Tanner Bollinger, CAP)

This year's encampment comes after months of planning on the parts of Majors Jared Hoff and Joanna Moseley, who worked tirelessly to locate a suitable location. The Army's Fort Huachuca in Sierra Vista, Arizona, has been the location for encampment in years past, but was unavailable this year because of COVID-19 restrictions.

Cadet Capt. Tristan Obregon served as the cadet commander and Cadet Maj. Alex Diaz was the deputy cadet commander. "I was really impressed on how well the cadet cadre came together to ensure our cadet students had the best encampment experience possible under unusual

circumstances," said Hoff. "It would have been easy for the cadre to use our postponement of encampment and eventual move to a new, non-military location as an excuse for not meeting our high expectations for encampment. Instead, they worked twice as hard and ensured our cadet students succeeded under difficult conditions."





**Left:** Cadet Capt. Tristan Obregon (left) served as the cadet commander and Cadet Major Alex Diaz was the deputy commander. (Photo: Cadet 2nd Lt. Tanner Bollinger, CAP)

The week's events culminated in a graduation ceremony on July 29, 2021. During the ceremony, cadets and flights were

recognized for exemplary performance and presented with awards. Obregon said that the opportunities to educate the cadets were crucial to the continued success of CAP's cadet programs. "This encampment marks the start of a new generation for Arizona Wing cadets," Obregon said. "What they learn and take away from here will determine the future of the cadet program after COVID-19."

With the different site in Prescott, the number of cadets and senior members attending encampment was limited. Even with these limitations, the encampment was able to accommodate 85 cadets, in five flights led by the following cadet staff members, each accompanied by an assigned senior member:

- Alpha Flight: Lead Cadet 1st Lt. Joey Burkhart, assistant leader Cadet 2nd Lt. Asmera McNeace, with Maj. Stuart Smith,
- Bravo Flight: Lead Cadet Maj. Isaac White, assistant leader Cadet Chief Master Sgt. Sierra Wills, with Lt. Col. Joshua McIntyre,
- Charlie Flight: Lead Cadet 2nd Lt. Elainea Franklin, assistant leader Cadet 1st Lt. Liam Proctor, with 2nd Lt. Nicole Kearn,
- Delta Flight: Cadet Maj. Carmen Ashburn, assistant leader Cadet 2nd Lt. Sean Geraghty, with 2nd Lt. Steven Ramirez,
- Echo Flight: Cadet Capt. Alex Westwood, assistant flight leader Cadet Staff Sgt. Elizabeth Gonzalez, with Lt. Col. Revone Bauwens.

No encampment can be a success without the support of numerous cadet staff and senior members. Support staff functions were handled by Cadet Maj. Joseph Roehrick and Cadet 2nd Lt. Dylan Conrad acting as skills evaluators, Cadet 2nd Lt. Tanner Bollinger as public affairs officer, and logistics functions handled by Cadet Chief Master Sgt. Joey Buix and Cadet Chief Master Sgt. Matthew McCaskill.

"We've built a tremendous core team of senior members who work tirelessly year after year to ensure we execute the best possible encampment plan we can," Hoff said. "Maj. Joanna Moseley deserves high praise. She essentially planned three encampments over the past two years, and without a doubt her contributions are essential to our yearly successes."

Maj. Jeremy Cochran was the senior member overseeing logistics, while Capt. Jim Seeds served as the safety officer. Maj. Stuart Smith, Lt. Col. Joshua McIntyre, 2nd Lt. Nicole Kearn, 2nd Lt. Steven Ramirez, Lt. Col. Revone Bauwens, and 2nd Lt. Mitch Smith acted as training officers assigned to each flight. 🇺🇸



**Top:** The balloon chase crew, featuring New Mexico Wing Vice Commander Lt. Col. Dean M. Klassy, Sr. (left), by the balloon *Integrity's* basket after the training flight. (Photos: Alexander Gago)

## ***New Mexico Wing Celebrates Ballooning Program on Independence Day***

*by Mr. Alexander L. Gago*

ALBUQUERQUE, N.M. – Independence Day provided a unique opportunity to thank essential workers for honoring and recognizing those who provided care and services we all experience during our time in quarantine. It also allowed us to celebrate our nation's independence and acknowledge the success of New Mexico Wing's Lighter-than-Air Ballooning Program.

Seven years have passed since New Mexico Wing launched its Lighter-than-Air Ballooning Training Program, incorporated into the CAP aerospace curriculum. The program allows cadets to participate in lighter-than-air flight, while furthering their aerospace education, and participate in the Albuquerque International Balloon Fiesta to generate interest in the program.

On July 4, 2021, CAP balloon instructor pilots practiced different landing techniques, gained valuable flight training hours, and shared learning experiences with fellow instructor pilots, to include balloon chase crew training. The CAP Balloon Program prepares cadets to transition knowledge to become part of the balloon chase crew and future pilots.

"Currently, the CAP Balloon Program for the New Mexico Wing has three commercial-rated pilots who give their time to share the love of the sky in this unique way," said 811th LBJ Middle School Cadet Squadron Commander Maj. Jessica Makin.

Balloon instructor pilots gain their experience through training and must demonstrate proficiency in many aspects of flight. The fundamentals of instruction, preflight preparation, crew resource management, launches, landings, performance maneuvers, and navigation as specified in general operating flight regulation FAA Parts 61 and 91.



**Above:** New Mexico Wing's balloon chase crew and instructors secure the Wing's hot-air balloon *Integrity*, during a balloon training flight on Independence Day.

“Obtaining an FAA commercial pilot certification is a rigorous process. We want our balloon pilots to develop through lifelong learning and continuing flight training. We have developed and will continue to develop proficiency training and education courses for our balloon instructor pilots,” said New Mexico Wing Vice Commander Lt. Col. Dean Klassy. 🇺🇸

*(EDITOR'S NOTE: Mr. Alexander Gago, a friend of Lt. Col. Klassy, is interested in joining CAP.)*

**Right:** Cadet Capt. Sydnie Burrus (center) attaches the honor flight ribbon to a flight guidon staff with (L-R) Cadet Captains Melia Chandler and Benjamin Mullen observing in formation. (Photo: Capt. Brandon Lunsford, Sr., CAP)

## **Civil Air Patrol Youth Learn Leadership and Aerospace at Summer Encampment**

by Capt. Brandon Lunsford, Sr., CAP, Oklahoma Wing



CAMP GRUBER, Okla. – On July 24, 2021, Civil Air Patrol

(CAP) adult and cadet members from around the country descended upon Camp Gruber, an Oklahoma Army National Guard training facility in Muskogee, Oklahoma. Over 120 members attended the wing's eight-day annual training encampment.

CAP Summer encampments serve as leadership laboratories, offering cadets the opportunity to further develop leadership skills under the careful supervision of highly trained adult leaders. Additionally, cadets get to explore the aerospace sciences and related careers, commit to a habit of regular exercise, and strengthen their moral character.

"Encampment is one of the most formative experiences a cadet can and should have," said Cadet Capt. Sydnie Burrus, who served as cadet commander for this year's event. "You learn a lot about who you are, as a follower and a leader."

Cadet command is the ultimate challenge for a cadet officer. It is an enormous test of leadership skill, especially one's ability to articulate a vision and point all cadets toward meaningful goals. The position stands at the epicenter of the encampment: the cadet commander is the most visible cadet, a role model for the entire cadet corps, and the liaison between the senior staff and the cadet staff.

"We are going to have a fantastic encampment," said Lt. Col. Brandon Welch, this year's Encampment Commander, the senior officer in charge of the weeklong event. "We have a lot of leadership exercises and aerospace activities scheduled, like model rocketry where we will build and launch rockets into the sky. The two things I am really excited about are the obstacle course on July 29 and the orientation flight day scheduled for July 30."

Civil Air Patrol's orientation flight program, part of its Youth Aviation Initiative, gives cadets the chance to take the controls and fly the aircraft. In fiscal year 2020 (under the restricted operating environment of the COVID pandemic), CAP, AFROTC, and AFJROTC cadets flew a combined total of 19,184 orientation flights.

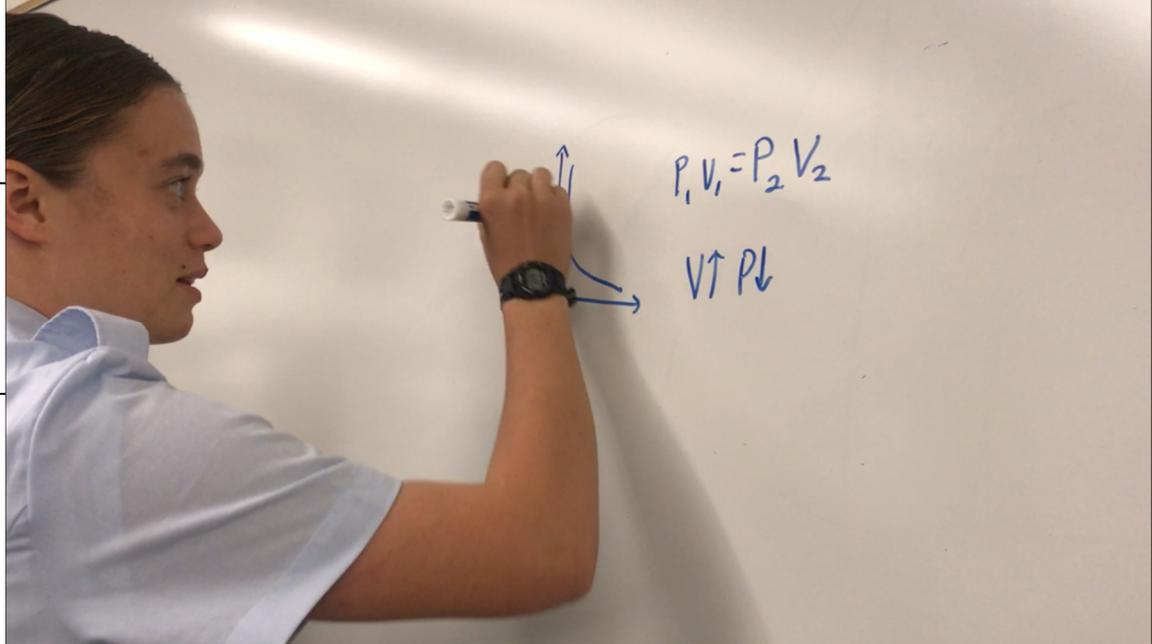
Civil Air Patrol, the longtime all-volunteer U.S. Air Force auxiliary, is the newest member of the Air Force's Total Force, joining regular Air Force, Air National Guard and Air Force Reserve, along with Air Force retired military and civilian employees.

Today's Civil Air Patrol may look different, but its core mission remains the same. It continues to support America's communities with emergency response, diverse aviation and ground services, youth development and promotion of air, space, and cyber power. In its Total Force role, the Civil Air Patrol operates a fleet of 550 aircraft and performs about 90% of continental U.S. inland search and rescue missions. 🇺🇸

**Right:** Cadet Staff Sgt. Assemah Bakkar works on calculations for the High-Altitude Balloon Challenge project. (Photo: Cadet Senior Airman Annabel Peltzer, CAP)

## **Arizona Wing Cadets Take High-Altitude Balloon Challenge**

by Tech. Sgt. John Horne,  
CAP, Arizona Wing



PHOENIX – “If Pigs Could Fly” is the project name for the Sky Harbor Composite Squadron cadet team that participated in the National CAP Cadet High-Altitude Balloon Challenge. This program was designed to promote aerospace and Science, Technology, Engineering and Mathematics (STEM) education through the Civil Air Patrol and StratoStar Company, a STEM education consulting organization.

Each participating cadet unit was required to create one or two small experiments, a short two-to-three-minute video of the experiment and design process, a digital mission patch, and a final four-to-five-minute video of the experiment process and results. The cadet experiments were carried to the edge of space at 100,000 feet by a high-altitude balloon and returned to earth. Afterward, cadets received their submitted experiments to conduct final process steps.

The Sky Harbor cadet team participating in the High-Altitude Balloon Challenge was inspired by the 2015 movie, “The Martian,” starring Matt Damon as an astronaut stranded on the planet Mars who must survive on his own. The team decided to test several of the premises put forth in the movie.

The first experiment involved testing the effects of high-altitude travel on a slide containing pig’s blood to see if there were any cellular changes that occurred during the flight. Microscope photos of the pig blood cells were taken to be compared to the post-flight photos of the same blood.

A second experiment involved examining the growth rate of radish and squash seeds, comparing the germination rates of the seeds in space with those left on earth. The atmosphere at 100,000 feet is projected to be comparable to the surface on Mars.

The Sky Harbor team began several months ago by brainstorming the ideas for the project and organizing themselves into specific task groups. The following are the cadets who participated in the challenge and their specific tasks with the project:

- Cadet Senior Airman Annabel Peltzer: Team lead/mission development,
- Cadet Staff Sgt. Assemah Zenobia Bakkar: Mission development,
- Cadet Senior Airman Logan Love: Mission development,
- Cadet Airman 1st Class Eliana Birnbaum: Mission patch and art design,
- Cadet Staff Sgt. Evangelia Birnbaum: Video design and development,
- Cadet Senior Airman Vaughn Michael Hoeprieh: Video design and development.

Peltzer, the team lead, credits the success of the project team to the “early creation of an organization structure” and team commitment to “communicate effectively among each other.”

She summarized the results of the experiments after the balloon flight. “Since the mission is meant to simulate agriculture and human life on Mars, and Martians would be using light bulbs to grow plants (they would most likely be living underground away from radiation), we wanted to





*(Image: CAP National Headquarters)*

### ***Route 66 Composite Squadron Earns Quality Cadet Unit Award***

*by Capt. Ryan M. Stanton, CAP, New Mexico Wing*

ALBUQUERQUE, N.M. – On August 31, 2021, Route 66 Composite Squadron, which meets on Monday evenings at 6:30 p.m. at the Estancia Valley Classical Academy on New Mexico Highway 344, was presented the Quality Cadet Unit Award, being one of only two squadrons in New Mexico Wing to merit the award in 2021.

To earn this National Level award, cadets and senior members must meet objective criteria in at least five of seven categories. An important measure is Cadet Achievement, in that 40% of cadets on the roster have earned the Write Brothers Award. Other areas include cadets who have completed General Emergency Services training, senior members who have completed the Training Leaders of Cadets courses, and senior members who have enabled new cadets to achieve their first promotion within 56 days of having joined CAP. Achieving this award reflects positively on the squadron's motivation and initiative.

Civil Air Patrol is a volunteer, nonprofit organization, that focuses primarily on Aerospace Education, Cadet Programs, and Emergency Services, such as Search and Rescue and Disaster Relief. Cadets can join as young as age 12 and can remain cadets until reaching age 21, at which point they will either end their membership or switch to adult member status. Cadets 18 years old or older can become adult senior members.

All members can participate in numerous events and training courses, training exercises and missions. CAP is a Congressionally chartered, federally supported corporation, composed of like-minded individuals interested in aviation and public service. Civil Air Patrol is the civilian auxiliary of The United States Air Force, and part of the Total Force: Active Duty, Reserves, National Guard, and Civil Air Patrol. 🇺🇸

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**Right:** Lt. Col. Shawna Rochelle Kimbrell in front of an F-16 Fighting Falcon. (Photo: U.S. Air Force graphic / Sylvia Saab)

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***CAP Remembers  
Lt. Col. Kimbrell  
During National  
Aerospace Week  
September 13-17***

*by Capt. Brandon  
Lunsford, CAP, Oklahoma  
Wing*



JENKS,  
Okla. – From an early age Shawna Rochelle Kimbrell knew she wanted to be a fighter pilot. Now retired, the Air Force Lieutenant Colonel knocked down a racial barrier by becoming the first black female fighter pilot.

In an Air Force interview in 2012, Kimbrell said, "I decided to focus on something I could do every day versus maybe going to the moon one time. So, I started to look at the jets and flying fighters."

After earning her pilot wings in August 1999, Kimbrell flew over 170 combat hours in the F-16 Fighting Falcon during Operation Northern Watch in Iraq.

"I was never apprehensive about pursuing my dream," said Kimbrell, who acknowledged wanting to be a fighter pilot as early as the fourth grade.

She found every opportunity to get closer to the flying world and the military. She joined the Civil Air Patrol, worked at air shows, and earned her private pilot's license.

Reflecting on her life, also in 2012, Kimbrell told Civil Air Patrol Volunteer magazine that CAP contributed greatly to her success.

"The military-like experience CAP afforded me really assisted with my transition to military life," she said, adding that the cadet encampments she participated in as a cadet in Parker, Colorado, in the early 1990s gave her a sense of comfort when she went on to attend the Air Force Academy in Colorado Springs.

Kimbrell initially joined CAP to help her earn a pilot's certificate. "But I ended up doing a lot more," she said.

As team commander, Kimbrell led the Colorado Wing's drill team to a first-place finish in the Rocky Mountain Region's competition, and then represented the region in the National Cadet Competition. She also commanded cadets in her local squadron.

"One of the most difficult things to do, I think, is to lead your peers," she said, "and CAP is a great way to learn that skill."

As part of the Youth Aviation Initiative, Cadet Wings is a merit-based program, providing formal flight training for CAP cadets pursuing a Private Pilots Certificate (PPC). The PPC is recognized by industry as the first milestone for those who have a serious desire to pursue a flying career. Cadet Wings also includes needs-based elements to remove financial barriers for economically disadvantaged cadets. 🇺🇸

**Right:** (L-R) Lt. Col. Bob McCord receives a plaque honoring 50 years of CAP membership from Wing Commander Col. Rob Pinckard. (Photo: Lt. Col. Laura Markiewicz, CAP)

## **Lt. Col. Bob McCord Receives 50 Year CAP Member Award**

by Lt. Col. Gordon Helm, CAP, Arizona Wing



PHOENIX – On August 21, 2021, at an Arizona Wing staff meeting, Lt. Col. Robert

D. McCord, Neotoma Composite Squadron, received a plaque and membership card denoting his 50 years of Civil Air Patrol service to his community and nation. Fifty-year members are honored with recognition of their contributions and free membership for the rest of their lives.

In 1970, McCord began his CAP career as a cadet in Mercury Cadet Squadron 107c, located in Tucson, Arizona. "I was interested at the time in ground search and rescue, so that's why I joined," McCord said. His favorite assignment was as squadron commander when he fulfilled that role at Neotoma Composite Squadron in 1979.

McCord said his most memorable experiences during his 50 years in CAP include, "Earning the Falcon Award in 1977, being named the Southwest Region Senior Member of the Year in 1986, and, of course, meeting my spouse."

McCord's list of accomplishments is impressive, even for a 50-year CAP veteran. As a cadet, he holds Spaatz Award #398, and received the prestigious Col. Frank Borman Falcon award, an award available only to Spaatz cadets, which existed from 1964 to 1979. He also earned his observer wings as a cadet.

As a senior member, he earned master ratings in multiple specialty tracks, including aerospace education, communications, cadet programs, historian, information technology, and professional development; he also has a senior rating in command, and technician ratings in three additional specialties. Along the way, he received a Lifesaving Award, Exceptional Service Award, Meritorious Service Award, and many others. Over his career, he has completed more than 250 training programs.

McCord, like many CAP members, wears multiple hats. Currently he serves as the wing historian and an assistant safety director. At Neotoma Composite Squadron, McCord is the deputy commander for seniors in addition to assignments as the squadron's assistant aerospace education officer, communications officer, education and training officer, emergency services officer, finance officer, historian, and safety officer.

What is his advice to someone just joining CAP? "Start and keep your own personal file and document, document, document." 🇺🇸



**Top:** (L-R) Lt. Col. Dean M. Klassy, Sr., S.M. William Anderson, 1st Lt. Keith Dirsam, Lt. Col. Dennis Hunter, and Tech Sgt. Sean Lofland participate in an sUAS training exercise. (Photo: New Mexico Wing Public Affairs)

## ***New Mexico Wing Holds In-Person sUAS Training***

*by Lt. Col. Dean M. Klassy, Sr., CAP. New Mexico Wing*

ALBUQUERQUE, N.M. – On the weekend of September 4-5, 2021, at Kirtland Air Force Base in Albuquerque, the New Mexico Wing sUAS (small Unmanned Aerial Systems, or drones) staff hosted an sUAS Technician Course at New Mexico Wing Headquarters. Even though this was the Labor Day weekend, CAP members gave up their time for this training.

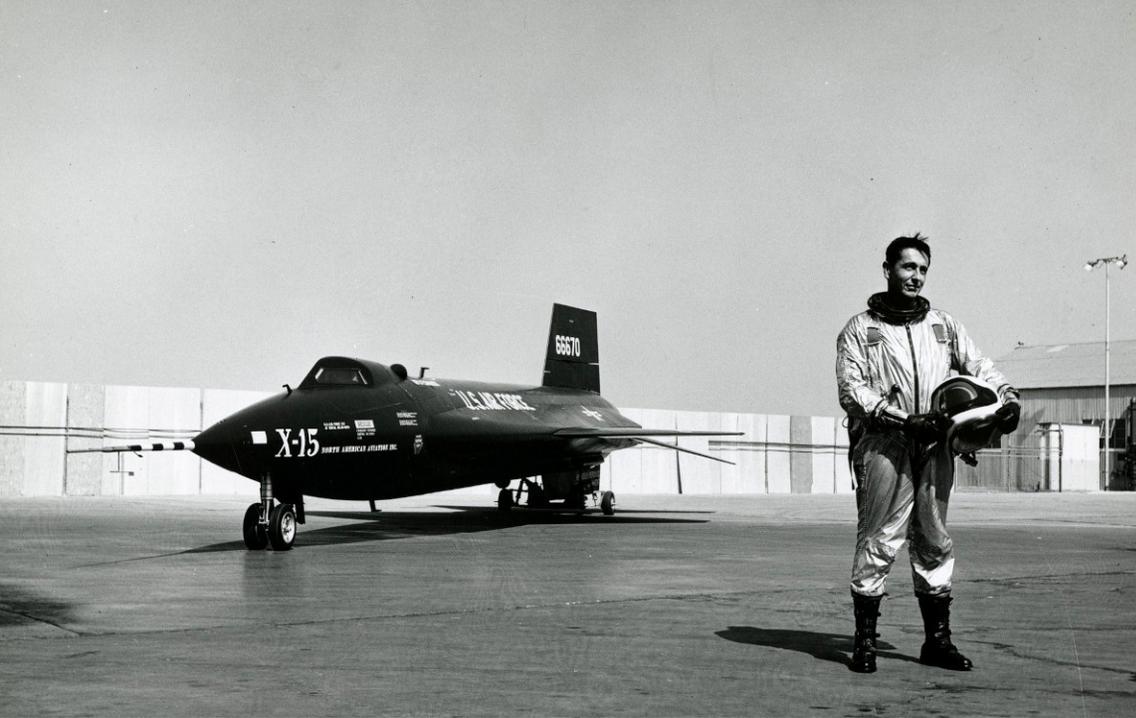
This is one of the first training programs that New Mexico Wing has done over the past 18 months. Members enjoyed the chance to get the training and review, for those members who needed it. As usual, the New Mexico heat was high on Sunday, September 5, when members were out in the field, so it was important for them to find shade by the Rio Grande which, ironically, was a very small river for this time of year.

Running from 8:00 a.m. to 6:00 p.m., it was a concentrated class, but all members were able to complete most of the Technician Training and were signed off. On Sunday, participants went out into the field for hands-on operations and some CAPF5-U annual flight reviews for those becoming sUAS Pilots.

One of the new requirements from the FAA is the TRUST (The Recreational UAS Test) Exam, which all participants had to complete it before class. The TRUST Exam is now required for any recreational UAS flights within the United States and can be completed online for free at [www.TrustFAA.com](http://www.TrustFAA.com).

Here is a snapshot of New Mexico Wing's UAS training: New Mexico Wing has 30 members who are either qualified or in training status as an Unmanned Aerial Systems (UAS) Technician, including 23 qualified UAS Technicians and seven qualified UAS Mission Pilots, with none of the pilots in training status.

Attendees for this class included instructors Lt. Col. John Grassham, 1st Lt. Mark Chappell and 1st Lt. Keith Dirsam, and students Lt. Col. Dennis Hunter, Lt. Col. Dean Klassy, Lt. Col. James Steele, Capt. Jennifer Johnson, S.M. William Anderson, S.M. Laura Debusk and Tech. Sgt. Sean Lofland. 🇺🇸



**Left:** A. Scott Crossfield is pictured with the North American X-15 No. 1 at the North American Aviation Plant in Los Angeles in October 1958. (Photo courtesy of Smithsonian Institution, National Air and Space Museum)

## ***CAP Remembers Inspiring Pioneer in Aviation on National Aviation Day, August 19, 2021***

*by Capt. Brandon Lunsford, Sr, CAP, Oklahoma Wing*

TINKER AIR FORCE BASE, Okla. – A. Scott Crossfield was born on October 2, 1921, in Berkeley, California. He took his first flight at age 6 in an oil company airplane, an experience that hooked him on aviation for life. He started taking flying lessons at age 12, in return for delivering newspapers at the Wilmington airport. By the time he graduated from high school, he had resolved to emulate such famous test pilots as Jimmy Doolittle and Boeing's Eddie Allen.

"Some people like to race cars; some people like to go in boats. Well, I like to go in airplanes," he told the *Edmonton (Alberta, Canada) Journal* in 2003. "And it was my generation's thing to do."

During World War II, he was a fighter pilot and fighter gunnery instructor in the U.S. Navy. In 1950, he joined NASA's predecessor, the National Advisory Committee for Aeronautics, and was a research pilot at the High-Speed Flight Research Station in Edwards, California, where he was the test pilot for numerous research aircraft. On Nov. 20, 1953, he became the first pilot to fly faster than Mach 2.

While at Edwards, Crossfield helped design the first full-pressure flight suit, which evolved into the pressure suits used by military pilots and NASA astronauts. In 1955 he joined North American Aviation as a pilot and design consultant on the X-15. His awards, among others, included the Collier Trophy from the National Aeronautics Association, the Harmon Trophy (both presented by President John F. Kennedy), and the NASA Distinguished Public Service Medal.

In 1963, Crossfield was one of the charter inductees to the Aerospace Hall of Fame. In 1983, he was inducted into the National Aviation Hall of Fame and was presented with the Smithsonian National Air and Space Museum Trophy for Lifetime Achievement in 2000.

"I am given a lot more credit and notoriety for the X-15 than I really deserve," he told *Aviation Week & Space Technology* in 1988. "The X-15 was a natural extension of the research airplane program in our quest for higher productivity, higher speeds and know-how to get into space. In fact, the X-15, as we saw it, was a prelude to going into space."

Crossfield was a colonel in Civil Air Patrol (CAP), having joined in 1987 and established CAP's A. Scott Crossfield Aerospace Education Teacher of the Year Award. As part of its Aerospace Education Member program, CAP offers teachers orientation flights with an experienced CAP pilot. Like the training flights cadets receive, this program includes a preflight briefing, an actual airplane flight, and educational applications to share with students. 🇺🇸



**Top:** At the first in-person Commanders' Call and Staff Meeting in 18 months, New Mexico Wing Commander Col. Annette Peters displays the plaque presented to New Mexico Wing by the United States Air Force for the Wing's outstanding performance during its COVID-19 relief mission. (Photo: Lt. Col. Jay T. Tourtel, CAP)

## ***New Mexico Wing Holds First In-Person Commanders' Call and Staff Meeting in 18 Months***

*by Lt. Col. Jay T. Tourtel, CAP, New Mexico Wing*

ALBUQUERQUE, N.M. – On July 17, 2021, New Mexico Wing staff members and squadron commanders participated in the first in-person Wing Commanders' Call and Staff Meeting in 18 months. The last time everybody met in person was January 11, 2020. Two months later, the entire state was plunged into lockdown, due to the outbreak of the COVID-19 coronavirus. The Wing, and the groups and squadrons within the Wing, met virtually, until COVID-19 restrictions were lifted on July 1, 2021.

The meeting was a mixed affair – those members who felt comfortable with in-person participation met at Wing Headquarters at Kirtland Air Force Base, but those who could not or did not want to participate in person, the meeting was also held virtually through Microsoft Teams.

New Mexico Wing Commander Col. Annette Peters praised Wing members for having endured the trials of the lockdown, and especially those who, during the pandemic, provided outstanding service to the New Mexico Department of Health and the New Mexico National Guard, by delivering COVID-19 samples, and later vaccines, during the pandemic relief mission, which ran from April 2020 to March 2021 – the longest continuously staffed CAP relief mission since World War II.

“Our Wing has come a long way since March 2020, and the resiliency of our members has been incredible,” Peters said. 🇺🇸



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**Left:** Cadet Maj. Robert N. Barger during the 1956 joint Navy-Air Force Operation Deep Freeze in the Antarctic. (Photo: Col. Louisa S. Morse Center for CAP History)

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## ***During National Aerospace Week, September 13-17, 2021, CAP Remembers a Cadet's Antarctic Expedition***

*by Capt. Brandon Lunsford, Sr., CAP, Oklahoma Wing*

JENKS, Okla. – In 1956 when he was an 18-year-old Civil Air Patrol Cadet Major, Robert N. Barger was selected as the only representative from among the 50,000 cadets in the CAP cadet corps to participate in the joint Navy-Air Force Operation Deep Freeze in the Antarctic.

Cadet Barger departed the continental United States in route to the advance base at McMurdo Sound in October 1956. He lived with an 80-man Air Force team; the most extensive polar expedition ever attempted at the time. According to historical

documents, the team's mission was to airlift supplies over the polar icecap to set up and maintain a base at the South Pole.

"I accompanied a detachment of the 52nd Troop Carrier Squadron, a part of the 63rd Cargo Transport Wing of the 18th Air Force, to Antarctica," Barger noted in his memoirs.

In addition to making several resupply flights over the Pole in huge C-124 Globemasters, the cadet was one of four volunteers who tested new Air Force and Navy survival gear in the frigid Antarctic waters.

"One of my vivid memories from my time 'down on the ice' was my participation in a test of new Navy survival suits," Barger mentioned. "Four of us wore these suits and swam with them on in a little lagoon which had been carved out of McMurdo Sound by the United States Coast Guard icebreaker Northwind. I was able to stay in the water for only 10 minutes since my suit developed a leak!"

Barger also visited Little America station, near Kainan Bay, which served as a supply base and terminus of a 630-mile long "highway" to Byrd station in the continent's interior.

"At Little America, the buildings were all below the surface because they had been covered by blowing snow," Barger said. "Tunnels connected the buildings. I remember that walking through them from one building to another was like walking inside a large ice cave, and it was cold!"

On return to the United States from Antarctica, Barger was privileged to have a personal meeting with President Dwight D. Eisenhower in the Oval Office of the White House.

"I presented him with a plaque on which was mounted a pony shoe from Robert Falcon Scott's ill-fated Antarctic expedition," said Barger. "This was a British expedition which took place earlier in the century. I will never forget how kindly he (Eisenhower) was in carrying on the conversation and putting me right at home."

CAP cadets are young leaders who think seriously about their future. They may not yet know exactly what they want to do in adult life, but they are test-flying potential career interests. CAP activities are designed to explore civilian and military aerospace careers, provide flight training, develop leadership, and enhance emergency services skills. 🇺🇸



**Top:** An Air Force F-84F Thunderstreak Fighter is among the planes on display in the Virginia Air & Space Center. (Photos: VASC Website)

### ***On the Road with Arizona Wing's 'Dr. Bob' in Hampton, Virginia***

*by Lt. Col. Bob Ditch, CAP, Arizona Wing*

HAMPTON, Va. – While on the road, if you have the opportunity, you should visit the “Home of Aviation” in Kitty Hawk, North Carolina. But before you return to your own home, you also should drive north, a little over an hour and a half away, to a location known affectionately as the “Raptors’ Lair,” the “Hornets’ Nest,” and “Birthplace of the American Space Program.” Any of these are common phrases that may be attributed to the Hampton Roads region of southeastern Virginia.

At the junction of the Atlantic Ocean, Chesapeake Bay, the York, Elizabeth, and James Rivers is a historical haven of air and space history. Such places as Naval Air Station Oceana, Norfolk Naval Air Station, Langley Air Force Base, Ft. Eustis-Felker Army Airfield, and the NASA Langley Space Center all are nestled in this region. However, in the center of it all sits an aviator’s dream day excursion.

I am referring to the Virginia Air & Space Science Center and NASA Langley Space Visitor Center in Hampton, Virginia. This not-so-well-known aviation landmark is a treasure trove of both aviation and space history, dating back to the Wright Brothers and looking ahead beyond the edges of space travel. It is also one of the most well-known aerospace education centers on the east coast of the United States, offering many engaging, hands-on scientific and space-oriented activities for children of all ages. It also includes a full-sized airliner with active engaging flight controls. It hosts an incredible IMAX theater and (what else) a “Robot Zoo,” with multiple interactive robots. You won’t find that in many museums.



**Above:** The Apollo 12 command module is displayed in splashdown configuration. Apollo 12 returned to Earth on November 24, 1969, with a successful splashdown in the Pacific Ocean.

**Below:** Interactive exhibits in the Space Explorer Gallery allow visitors to explore the solar system and highlight the work done by the NASA Langley Research Center.

First opened in December 1987, the Virginia Air & Space Science Center is celebrating more than 25 years of educational excellence as the official visitor center for the NASA Langley Research Center. Located in the birthplace of America's space program and Project Mercury Test Center, the Virginia Air & Space Science Center features interactive aviation exhibits spanning 100 years of flight, more than 30 historic aircraft, a hands-on space exploration gallery, unique space flight artifacts, and more. The Center is also home to the Apollo 12 Command Module and the Orion PA-1 Test Vehicle.

So, if you are in Kitty Hawk, North Carolina, visiting the birthplace of aviation, cross over into the Hampton Roads area and visit the birthplace of America's space program. I guarantee you will not be disappointed, "while on the road."

To learn more about the center, visit [Home - Virginia Air & Space Center \(vasc.org\)](http://Home - Virginia Air & Space Center (vasc.org))



**Right:** (L-R) Capt. Dale Finrock with his brother Charles, who came by the Lake Havasu City, Arizona, airport to see the CAP aircraft and operations during a precautionary search and rescue mission.  
(Photographer unknown)



## Guest Editorial

### ***A Personal Commentary on Safety***

by Capt. Dale Finrock,  
CAP, Arizona Wing

#### SIERRA

VISTA, Ariz. – At times I have approached my personal limits, and I know that driving and flying can be dangerous. So, I developed a set of rules that have kept me out of trouble. These are not written down, “book rules” to memorize, such as estimating a risk, calculating the extent of the risk, determining how to mitigate the risk, but making a safe lifesaving decision.

When flying and driving, my Rule #1 is, and always will be: *I never need to get anyplace by a certain time.* Everyone’s decision to continue or not should always be to *never cross that personal line.* I have been lucky. Being on the recovery and investigation side of others’ bad decisions, analyzing what happened and why the victim made that fatal decision, has resulted in my following this rule, for everyone’s safety. I have developed decision points, where pushing further would be going over the line, in both my capabilities and the laws of physics. The more knowledge and motor skill proficiency you acquire (or lose), the better you’ll know where that red line is for you. *At that moment, never, never cross that line.*

At times you might inadvertently cross that line. Perhaps as a VFR pilot you are suddenly whited out by snow from the overcast above, or on the road accelerating out of a curve you blow an outside rear tire, or a vehicle suddenly veers toward you, or you are flying at night, the engine suddenly runs rough and then dies, or ... any number of unexpected events. If weather conditions could put you in a situation closer to that line, do you continue that flight?

What if a pilot who is one of your students or friends is missing, and you are close to or at the 95% suspected location, and that pilot went missing only a couple of hours ago? That changes the scenario from a proficiency or pleasure flight. *See Rule #1.* Your bad decision at this point will only lessen the missing person’s chances of survival if you cross your personal red line, and the search must be diverted because you have become a second missing person.

The incident commander (IC) and staff will likely err on the side of safety. An experienced IC should have a clear idea of the crews’ capabilities and have the confidence to allow the mission pilot to make the decision to proceed or return to base. It is always up to the mission pilot to follow *Rule #1.* Uncertainty could cause a mission to fail when it could have resulted in a save.

If you are reading a safety article like this one or just thinking about safety, think about it as always evaluating yourself against Rule #1. That red line will always be in the back of your mind, and you can always move it by staying current, increasing your skills, making every flight a proficiency flight, constantly improving your knowledge in all your endeavors, and you will start searching out information to keep you and yours safe. 🍷

**Right:** A much younger Capt. Jay T. Tourtel (right), circa 1985, with his two best friends, Capt. Robert Ratliff (left) and Capt. Richard Blakeman. (Photo: 2nd Lt. Scott McIntosh, CAP)



## Guest Editorial

### ***My (Almost) 50-Year Legacy***

by Lt. Col. Jay T. Tourtel, CAP, New Mexico Wing

ALBUQUERQUE, N.M. – In October 1971, I was 14 years old, living in Hawaii with my father and brother, and in the ninth grade at Kaimuki Intermediate School. One day, during lunch, I went to one of the classrooms, where I heard that a film on flying would be shown. A group of teenagers in military uniforms told me that the projector was broken, so instead I learned about Civil Air Patrol. I joined two weeks later, and for me that began a journey that has lasted for almost 50 years.

In June 1972, I went to my first (and to date, only) encampment at Hickam Air Force Base; in September of that year, my brother and I returned to Denver to live with our mother. I had transferred to Arvada Composite Squadron in Wheat Ridge, but that squadron was not a good fit for me. In April 1973, I transferred to Timberline Cadet Squadron in Lakewood, where I met Rich Blakeman, who had joined a few weeks previously. We soon became good friends. A year and a half later – in September 1974 – Rich’s friend, Bob Ratliff, also joined the squadron, and the three of us have been best friends ever since.

In 1975, we all graduated from high school. Bob went to Grinnell College in Grinnell, Iowa, and Rich and I to New Mexico Military Institute in Roswell. I had enrolled in the Advanced Army ROTC Program at NMMI, in hopes of getting my commission as a second lieutenant after two years, but I hardly distinguished myself while I was there. As a result, I was disenrolled from Advanced ROTC in April 1977 – a month before graduation – but I still graduated with my Associate of Arts Degree in Liberal Arts. After that, I returned to Denver, to focus on earning my Spaatz Award.

On December 1, 1977, I passed the Spaatz examination, and my promotion to cadet colonel became effective that day. In February 1978, I had the Spaatz Award presented to me by Colorado Governor Richard D. Lamm. Four months later, in June, I transitioned into the senior program at age 21. (Rich and Bob later followed suit.) By 1982, Timberline was not the squadron it used to be, so Bob, Rich and I transferred back to the Arvada squadron, which had since been redesignated as a cadet squadron. The three of us remained at Arvada until 1986, when Rich joined the Army, where he was assigned to the 82nd Airborne Division, and spent three and a half years jumping out of perfectly good airplanes. I remained at Arvada until 1989, when I was offered the position of Group One Deputy Commander, Colorado Wing. In December 1991, both the wing commander and group commander offered me command of my old unit, Timberline, which I commanded until December 1993. From there, I served on Wing Staff as director of education and training, and then as newsletter editor from 1995 to 1997.

My family never cared much for my participation in CAP, and they even told me once that I thought that CAP was more important than family. To prove them wrong, in February 1997 – after more than 25 years of service – I let my membership lapse. I did not rejoin until October 2005, after an eight-and-a-half-year membership break. If not for that break, this year I would be celebrating 50 years in CAP.

Since rejoining, I have felt the same camaraderie, friendship, love, and respect that I first felt in October 1971 – as if I had never left. After much reflection, it dawned on me that CAP is not more important than family, CAP *is* my family. 🇺🇸

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**Right:** Lieutenant General Julius W. Becton, Jr. (Courtesy U.S. Army, Center of Military History)

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## ***CAP Remembers Tuskegee Leadership***

*by Capt. Brandon Lunsford, Sr.,  
CAP, Oklahoma Wing*

JENKS, Okla. (Sep 14, 2021) – After time as a CAP cadet in 1943, Lt. Gen. Julius Becton Jr. joined the Army Air Forces in July 1944, commissioned in the infantry in 1945 via Officer Candidate School, and served with the 93rd Infantry Division in the Philippines until the end of the war. He separated from the Army in 1946 but returned to active duty after the Army was desegregated.

“It was my ambition to become a pilot,” Becton wrote in his autobiography. “A desire enhanced by a visit to the school by Gen. Henry ‘Hap’ Arnold, who was then chief of staff of the Army Air Corps and a Lower Merion [school] graduate. I had even joined the Civil Air Patrol in my junior year in high school as a prelude to learning how to fly. CAP members took classes in aeronautics, navigation, meteorology, and aviation regulations, and we routinely participated in close order drill, which gave me an opportunity to demonstrate leadership skills and gain experience giving orders to a racially mixed group.”

He saw service in both the Korean and Vietnam Wars, rising to the rank of lieutenant general in 1978 before retiring in 1983. Among his decorations, Becton earned the Distinguished Service Medal, two Silver Stars, two Legion of Merit Medals, two Purple Heart Medals, the Knight Commander’s Cross of the Order of Merit of Germany, and the Combat Infantryman Badge with star.

From 1985 to 1989, Becton served as the third director of the Federal Emergency Management Agency under President Ronald Reagan.

On December 1, 2016, at the CAP 75th anniversary gala, he was presented the Congressional Gold Medal which was conferred on all CAP airmen and aircrew members for their service chasing enemy submarines during WWII. 🇺🇸



## On Writing

### ***The Many and Diverse Roles of the Lowly That***

AUSTIN, Texas – There seems to be an *anti-that* conspiracy that aims at doing away with *that* when “it is understood.” But in order to understand *that*, we need to first establish what *that* is, and how it is used. Its many roles include five grammatical cases: demonstrative pronoun, conjunction, adjective, restrictive pronoun, and adverb.

**Demonstrative pronoun:** Used as a pronoun, it specifies something in a way. This *that*, however, is safe from erasure, because omitting it would turn the statement into vacillation or even incoherence. Examples:

- *That* book is mine.
- Before *that* I need to rest.
- A fine scholar like *that* is hard to find.
- I like you, and *that* is saying a lot.
- Are you available? *That*, I am. (Not the same as, “*Are you available? I am.*”)
- I know all *that*.

**Conjunction:** When used as a conjunction, it introduces a clause that is the subject or object of a verb. This is the *that* that is being targeted for selective extinction. One might argue that “I don’t think *that* he knows *that*” is the same as “I don’t think he knows *that*” but it is not. Leaving out this conjunction muddies the waters, as it would no longer herald with clarity the emergence of the object or subject to follow the antecedent verb. Examples:

- He said *that* he would go.
- I don’t think *that* he knows *that*.
- We know *that* it is a problem.
- We know *that* *that* is a problem. (*And the second “that” is a demonstrative pronoun.*)

However, *that* as a conjunction followed by a subordinate clause seems to be safe... for now. Examples:

- They cut back on the use of electricity so *that* the family budget could be better spent.
- Count your blessings *that* you are safe from being downsized.
- It matters so much *that* you cannot ignore it.

**Adjective:** Neither is the adjective *that* an endangered species. Examples:

- *That* book of mine. (Notice how this differs from, “*That* book is mine”)
- Should I buy *that* shirt or this one?

**Restrictive pronoun:** When *that* is used as a restrictive pronoun, it introduces a restrictive relative clause. Examples:

- The car *that* Janet bought.
- The day *that* he won the lottery.
- It has never happened *that* I know.

**Adverb:** When used as an adverb it can mean one of two things: to such an extent, or extremely. Below is an example of each:

- Give me some more rope, please; about *that* much.
- He hadn’t thought that the weather would be *that* bad.

So, where do we place the blame for all this seemingly random way of using a single, paltry monosyllable of a word? Is it possible that a sensible language could have evolved using one word in so many different roles? How did it ever happen, or how did it come to be, when English evolved partially from a well-built language of antiquity? Is it possible that, through the years, the language became corrupted by usage? Consider that, for some three centuries, English was

influenced by the Normans' *Langue d'Oc*, that is a descendant of Vulgar Latin through the Gallic. So, if blame must be assigned, let us look at how the Romans worded *that* in Latin.

- For a conjunction or a restrictive pronoun, Latin used *quid* (today, *que* in Spanish), which has gained prominence in the legal *quid pro quo* charge of a political fight.
- For a demonstrative pronoun and adjective, Latin used *ipse* (today, *ese, esa, eso* in Spanish).
- For a comparative adjective, Latin used *tantus* (today, *tanto* in Spanish).

Why is it, then, that the clearly assigned role that these three Latin words enjoyed failed to deliver the correct word into the English language? The most likely explanation is that, although they existed in the *Langue d'Oc* that William the Conqueror took to Britain in 1066, and it was used at that time in what we now call Anglo-Norman English (Anglo-Norman French, too), the continuing and parallel use of Anglo-Saxon (also called Old English), still spoken in Britain by a much larger portion of the population, gradually mixed words into Anglo-Norman as it progressed towards becoming Middle English.



Thus, the Old English *þæt*, from which *that* is derived, was used as a demonstrative pronoun, an adjective, an adverb, a restrictive pronoun, and a conjunction. That *þæt* of Old English was descended from the Proto-Germanic *\*that*, in turn from the Proto-Indo-European root *\*tod-*, an origin that is common to the Old Saxon *that*, the Old Frisian *thet*, the Middle Dutch and Dutch *dat* (that), and the German *der, die, das* (the).

Psychologists know empirically that “old habits die hard,” and this is particularly true when it applies to a spoken language, especially when those who speak it are illiterate. But a language is more than a means to achieve effective communication; through its daily use, it serves to create a social group’s self-identity. Thus, the Anglo-Norman speakers were the descendants of the Norman invaders who had taken royal power as the House of Plantagenet, and the common people associated that language with the invaders from the Continent. On the other hand, their own Old English was a constant reminder of their former independence and grass-roots identity.

Some 300 years after William the Conqueror, the War of the Roses broke out and, in 1485, the House of Plantagenet (now the House of Lancaster) fell to be replaced by the Welsh-origin House of Tudor. After triumphing in the battlefield, wishing to win the people too, the Tudors abandoned Anglo-Norman and reinstated Anglo-Saxon as the language of the land, selecting the version that was spoken at that time in East Anglia, that today is known as Early Middle English. That is how many finer points of the invaders’ *Langue d'Oc* were lost, as they were replaced by the better-known language of the common people, who by then spoke a version of Anglo-Saxon that had been modified by the acceptance into common use of some vocabulary and syntax taken from the unpopular Anglo-Norman.

Linguistically speaking, the Tudors’ notable winner was *that*, which single-handedly replaced the descendants of *quid, ipse, and tantus* that had been contributed by the now defeated Plantagenets, their host, and their sympathizers.

Those were turbulent years, leading up to the Renaissance, in a feudal society that was destined to change irrevocably after the Elizabethan Age marked the inexorable march towards literacy, culture, science, logical thinking, human rights, military power, and political reach.

And *that* was that. 🇺🇸

**Lt. Col. Arthur E. Woodgate, CAP**  
SWR Director of Public Affairs



**Top:** Example of a serious aircraft mishap. (Source: *tetonvalleynews.net*)

## **The Safety Corner**

### ***Mishap Reviews and You...***

Most people do not get out of bed in the morning with the intent of damaging CAP equipment or injuring themselves or others.

When that mishap occurs, there is a natural tendency to deny or minimize what happened. Part of that feeling is from embarrassment that we goofed... part may be from the fear of repercussion from our peers or commanders in the form of financial restitution or “being made an example of.”

Depending on the nature of the mishap, a Mishap Review Officer (MRO) will be assigned to investigate, report, and develop recommendations on how to prevent similar mishaps in the future.

The MRO’s purpose is not to assign blame or fault. That is an important point that members (and a few reviewers) tend to overlook.

If you are unfortunate enough to be involved in a mishap, remember that the Review Officer is an impartial party. Be open and do not hold back the details of what occurred, as best you can remember. Omissions can lead to erroneous conclusions and the implementation of corrective actions that are ineffective.

If you are appointed as a mishap review officer, be considerate of the members you are interviewing, and remain fair and impartial. Gather the facts in a non-accusatory way. Write a factual report and avoid making inferences that are not supported by facts. This is a difficult job, but one that helps make our CAP activities less risky.

Remember that the goal of a Mishap Review is to learn from our mistakes – after all, you cannot possibly afford to make all the mistakes yourself!

**Col. Robert Castle, CAP**

*SWR Director of Safety*

## ***Associated Press Style in a Nutshell***

Below are the most important rules to keep in mind when writing in AP Style

- Write the title in normal English-language capitalization. Never all in caps.
- Add your byline below the article title
- Do not format the text in the article (only exceptions are: bullet comments and numbered paragraphs in a section that details a process or sequence).
- Do not indent the first line of a paragraph.
- Use AP Style rules for punctuation.
- Single space the article. At the end of each paragraph, execute two end-of lines (Enter key).
- Do not introduce artificial paragraphing by hitting the Enter key at the end of each line in your article. Instead, let the text wrap naturally and tap two Enter keys at the end of the paragraph.
- Use only a single space after a period.
- Insert a dateline at the beginning of the article, following AP Style rules.
- Answer the 5Ws: Who, What, Where, When, Why + the honorary W: How. In writing a CAP article, you will always know the 5Ws.
- Write all dates in AP style.
- Do not use postal codes instead of state abbreviations in the dateline (not OK but Okla., not NM but N.M.) but some states have no abbreviation, such as Texas.
- Write all military grades in AP Style.
- Write the article in the third person singular.
- Express no opinion.
- To express opinion, use one or more quotes of qualified sources – always get the quoted person’s permission to include the quote, unless it is a matter of record (printed article or recorded audio-visual). Get the quoted person’s grade, name, job title and organization.
- Never self-quote.
- Identify all persons by grade or title, name, job title if material, and organization.
- Never refer to a young person as “kid.”
- When a young person is a CAP cadet, never use “kid,” “boy,” “girl” or “child” but identify each one by grade, full name (or last name only – never first name only), and unit of assignment.
- Never use “their” for the possessive of a singular subject, such as, “the cadet took their meal.”
- Avoid the abbreviations i.e. and e.g. You may know what each one means, and the Latin words they represent, but most people confuse the two. Be clear. Write in English and leave Latin and non-English to scholars.
- Refer to CAP members by grade, name, duty position and unit of assignment. Never by first name.
- On second or subsequent references, use only the last name, except when there are two persons with the same last name, in which case the use of both first and last name is preferred (never just the first names).
- In the case of CAP or military commanders or high-ranking senior members, on second reference use the grade and last name.
- Do not use Lt. as a grade. Lt. is a mode of address. The correct grade may be 2nd Lt. or 1st Lt., but never Lt. Only the Navy and Coast Guard have the grade of Lt.
- Do not use exclamation marks in the body of your article, as doing so expresses opinion.
- Use simple declarative sentences.
- Avoid the passive voice.
- Remember the rules of English grammar and syntax, and follow them.
- **For best results**, buy the latest copy of the Associated Press Stylebook, available at a modest cost at [www.ap.org](http://www.ap.org) – read it, study it, know it, and use it. 📖